



## EMERGENCY SERVICE/SCHOOLS

**NAME:** Daniel Forsythe

**ORGANIZATION:** Manhattan Fire Protection District

**POSITION:** Fire Chief

**PHONE:** 815-478-3197

**EMAIL:** dforsythe@manhattanfire.org

1. What roadways crossing the Corridor B3 are critical corridors for your operations? *Cedar Road is a major road that we use to get to the South side of our District. We have a Fire station located at Cedar and Doyle road approximately 3 miles north of the Peotone/Wilmington Road. Our fire district extends to the Kankakee County line road, 2 miles south of this point. We travel the Peotone/Wilmington Road East and West to reach those areas of our district.*
2. Do you plan on using the Illiana as part of your service routes? *Yes, the Illiana depending on where the emergency is located, the expressway will be a helpful road to increase response time.*
3. What is your targeted response/travel time? *We try to reach the emergency scene, from time of notification to arrival in less than 6 minutes 90% of the time.*
4. Which road closures would have significant negative impacts to your response time? What would be the alternative route used? How would this affect your travel (i.e. time and distance)? *The closure of Cedar Road and any blockage of the Peotone/Wilmington Blacktop would impact us greatly. But its not only our response but that of our neighboring departments that assist us on a regular basis. For instance, if we have a fire on Gougar Road north of the interstate and there is road closure from Warner Bridge Road until Cedar Road, Wilmington, Braidwood, Elwood and other Fire Departments would have to travel approximately 5 miles to get around the closure and arrive on scene. This delay time and extended travel would impact fire and or EMS operations needed to be performed on scene. This would also be the same for our district East of Cedar Road. Cedar Road and the Peotone/ Wilmington Blacktop are main arteries for our emergency travel.*



## EMERGENCY SERVICE/SCHOOLS

5. Where do you anticipate future demand? Will this change the preferred routes for your operation? *Future demands most likely won't come unless the expressway is built. If built the demand will be all along the expressway throughout our district. Light industries, large warehouses and commercial development would push the Fire District to build a fire station around the Cedar Road, Wilmington/ Peotone interchange. Access to either side of the expressway would be greatly needed.*
  
6. Do you require any special access off any cross roads that would be affected if that cross road were closed? *Our Fire District covers approximately 7 miles of this expressway. Access to the expressway needs to be in a manner of great safety to our responders. A gated access point would not be preferred. An interchange would be better. Also as described earlier, access to both sides of expressway is needed for emergency response.*
  
7. Do you operate your own transportation services, or are they contracted out to a private operator? *The Manhattan Fire District owns and operates its own transportation equipment.*
  
8. Are you involved with any planning or grant application activities (i.e. Safe Routes to Schools)? *No*
  
9. Where can we obtain maps demonstrating your most current service area? (i.e. school districts or emergency response areas)? *The Will County GIS department would be able to help.*  
<http://www.willcogis.org/>

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)

**NAME:** Dr. Nathan Kleefisch

**ORGANIZATION:** Tri-Creek School Corporation

**POSITION:** Assistant Superintendent

**PHONE:** (219) 696-6661

**EMAIL:** [nkleefisch@tricreek.k12.in.us](mailto:nkleefisch@tricreek.k12.in.us)

1. What roadways crossing the Corridor B3 are critical corridors for your operations? All north/south roadways are critical corridors for the daily transportation of students residing in the 178 square miles of our school district.

2. Do you plan on using the Illiana as part of your service routes? No

3. What is your targeted response/travel time? This varies depending on the specific school bus route. However, Tri-Creek School Corporation has been working for the previous three years to reduce the travel times for students on the bus to less than one hour (less than one hour to school and less than one hour from school). There are still students exceeding this time now.

4. Which road closures would have significant negative impacts to your response time? What would be the alternative route used? How would this affect your travel (i.e. time and distance)? Any north/south road closure would impact the time children spend on the bus.

5. Where do you anticipate future demand? Will this change the preferred routes for your operation? It is difficult to define where the impact will be felt at this time.

6. Do you require any special access off any cross roads that would be affected if that cross road were closed? There is discussion about an access road from State Line to Sheffield that would need to be designed large enough to accommodate two large vehicles to safely pass each other (school bus traveling east and a snow plow/farm equipment traveling westbound) at any time.

7. Do you operate your own transportation services, or are they contracted out to a private operator? Tri-Creek School Corporation owns and operates its fleet of approximately 50 school buses.

8. Are you involved with any planning or grant application activities (i.e. Safe Routes to Schools)? Yes.

9. Where can we obtain maps demonstrating your most current service area? (i.e. school districts or emergency response areas)? You should already have copies of our bus routes.





## COUNTIES & MUNICIPALITIES

5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? **I would say yes. See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

### 6. Indirect and Cumulative and Direct Impact/Planning Questions:

Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? **UNK - See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

1. If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change?

1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)?

- 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development? Our concerns would be for all public safety aspects. **See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**



## COUNTIES & MUNICIPALITIES

When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update) **It was first adopted in 1997. Has been updated in 2001, 2003, 2007, and currently working on updates now.**

What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources. **See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands. **See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**



## COUNTIES & MUNICIPALITIES

5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning? **UNK - See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands. **UNK - See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts? **I would say yes. See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

6. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)? **UNK - See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**



## COUNTIES & MUNICIPALITIES

One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected? **See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption? **I'm sure. See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

7.



## COUNTIES & MUNICIPALITIES

8. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies? **UNK**
  
9. What do you believe the cumulative effect of major projects will be on your planning area? Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments. **We will have to update our CEMP accordingly.**
  
10. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?

Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses? **Maybe - See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

11.

12. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? **Our department is currently not.**

13. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?  
**Public Safety & Planning**



## COUNTIES & MUNICIPALITIES

Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? **UNK - See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

14. Are there areas of your community where public transportation is of particular importance? Yes. **See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations. **I'm sure. See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size? **UNK - See County Commissioners, Council, Plan Commission, Surveyor, Highway Department, Health Department, Economic Development Group, Parks Department, Weights & Measures, Sheriff Department, EPA, all utility companies, pipelines, railroads, agricultural, state and local animal health, and local Cities and Towns.**

15.



## COUNTIES & MUNICIPALITIES

16. What is the date of your current zoning map? **UNK – See Lake County Surveyor or Plan Commission.**

17. Are there currently any active building or construction permits for development in the corridor or area?  
**UNK – See Lake County Plan Commission.**

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)

Stakeholder Type	Prefix	First Name	Last Name	Title	Address1	City	State	Zip Code
Will County Farm Bureau	Mr.	Mark	Schneidewind	Executive Director	100 Manhattan Road	Joliet	IL	60433
Lake County Farm Bureau	Mr.	Wayne	Belden	Regional Manager	5061 North U.S. Hwy. 231	Rensselaer	IN	47978



## Farm Bureaus

**NAME:** \_\_\_\_\_

**ORGANIZATION:** \_\_\_\_\_

**POSITION:** \_\_\_\_\_

**PHONE:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

### **Engineering and Design Questions:**

1. What existing or future roadways are critical corridors for the agricultural community, including farming operations or transporting goods?
2. What roadway/overpass/underpass/interchange design specifications will better accommodate the agricultural community?

### **Indirect and Cumulative and Direct Impact/Planning Questions:**

1. What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development?
2. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect farm operations?



## Farm Bureaus

3. Do you envision any design characteristics that could be incorporated into the Illiana Corridor to help it make a positive impact on the agricultural community?
  
4. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances?
  
5. Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)? Any conservation easements, areas within a conservation program (i.e. CRP land), or other protected agricultural areas? Are you aware of any Centennial Farm locations?
  
6. What do you believe the cumulative effect of major projects will be on your planning area? Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments.
  
7. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?
  
8. Do you currently have, or are awaiting response on, state or federal grant money for improvements or planning?



## Farm Bureaus

9. What elements of the Illiana are seen as the most critical to the agricultural community? Are there opportunities for enhancements to Illiana that would benefit the agricultural community?
  
  
  
  
  
  
  
  
  
  
10. Does the Farm Bureau have any information on irrigation areas such as locations, types, water sources, etc.?
  
  
  
  
  
  
  
  
  
  
11. Does the Farm Bureau have any information on drain tiles within the corridor area?

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)



## Farm Bureaus

NAME: Mark Schneidewind

ORGANIZATION: Will County Farm Bureau

POSITION: Manager

PHONE: 815-727-4811

EMAIL: mark@willcfb.com

### Engineering and Design Questions:

1. What existing or future roadways are critical corridors for the agricultural community, including farming operations or transporting goods? Sent to IDOT back in February through Jamy Lyne.
2. What roadway/overpass/underpass/interchange design specifications will better accommodate the agricultural community? Sent to IDOT back in February through Jamy Lyne.

### Indirect and Cumulative and Direct Impact/Planning Questions:

1. What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development?  
 Making sure that the development allows for continued farming and that all field tiles are properly fixed and working. Any run off from the development needs to go to a storm water outlet and not run over the top of farm fields. Often damage to field tiles and drainage does not show up immediately. We suggest a point person or a go to person when these problems occur and this person needs to be available for 4-5 years after the project is completed. There are several reasons for this one with dry years when the system is not placed under full force of the water; damage is not noticed but as time progresses the damage progresses and shows up 4-5 years down the line. It is also suggested that the farmer be allowed to select the company and or person to fix his field tiles when problems occur. The farmer works with a specific person and this person will do the job to their specification allowing the landowner freedom of not having to be present for the repair work. This expense would be that of IDOT. Workers need to stay within the working easement as in the past they have gone beyond this and done damage and have not paid for such damage. When the over passes or under passes have been constructed we feel that these need to stay with the entire road

project and not turned over to local taxing districts to maintain. IDOT needs to maintain and own all over pass roads and bridges as well as under passes. Local townships, villages and counties cannot afford to upkeep these roads. Landowners need to be kept in the loop and provided good reliable information.

2. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect farm operations?  
The local road network will be split and straight access will be affected in many areas, farmers will not be able to go from field to field as they have in the past affecting how they farm. Once you change and close roads you change the whole dynamics for the rural residents that live and use those roads. As this project moves forward the Illiana staff needs to consult farmers on access roads to reach farmland in the most direct and convenient way possible. Project staff should consider environmental impacts of the roads, with excess rain draining properly into storm sewers or holding areas for water where the water could possibly be used for another purpose other than runoff. If the project does not happen farming would continue with little affect to how they are currently farming.
  
3. Do you envision any design characteristics that could be incorporated into the Illiana Corridor to help it make a positive impact on the agricultural community?  
Making sure you limit the number of road closures, keep the construction as straight as possible and as close as you can to boundary lines not to cut fields at an angle or in half making the land less worth farming. If you are close to homes please buy the homes with the project as anyone who has to live very close will be affected a very long time. Any road closures need to be fully explained and what routes people have to use. Long distance for travel should be avoided if roads are closed. Farm machinery travel is different than car and truck traffic. 5 miles is a long distance and we need to make sure the travel time to a field is no longer than 5 miles once the road closures take place. Farmers direct routes of travel to farm fields need to remain as direct as possible!
  
4. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances?  
This specific development is not desired by the agriculture community. It basically cuts up their farm land and makes it more difficult to farm; they have to worry about people entering their property, doing damage to their fields and crops. The price they are receiving is not valued at best use for the property as they as not getting development prices so this is also a negative. Landowners want to be treated with respect and



## Farm Bureaus

in some circumstances they have not been treated correctly by companies and representatives doing work on behalf of the state. Most would like to see the project go away while a few just want to sell and move forward but don't like they have to sell.

5. Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)? Any conservation easements, areas within a conservation program (i.e. CRP land), or other protected agricultural areas? Are you aware of any Centennial Farm locations?  
Yes there are a few that have been considered agriculture areas but we believe that most of these have not be renewed but all should be registered with the County of Will as they have to designate these areas, as far as conservation districts and conservation easements that can be answered by the Will South Cook Soil and Water Conservation District off Gougar Road. We have a list of centennial farms in our office.
  
6. What do you believe the cumulative effect of major projects will be on your planning area? Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments.
  - These all will have a drastic change to production agricultural. Every time a new project like this comes up it takes more land out of production and also hurts the supply companies as they have less to sell to. There is a ripple effect as it affects farm supply companies as well as others who rely of the farm community business.
  
7. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?  
Yes landowners need to be provided with a certificate of insurance and workmen's compensation. Example is IDOT has several farm leases in our area and before a farmer can farm the land they have to list IDOT as an additional name insured on their policy to cover liability and workmen's compensation issues. The same protection MUST be automatically provided to landowners when IDOT has people coming onto their property. IDOT needs to supply each landowner a copy and list them as a name insured to cover liability and workmen's compensation issues that could arise on their property from IDOT or other agencies that have been hired by IDOT to perform work for their project.



## Farm Bureaus

8. Do you currently have, or are awaiting response on, state or federal grant money for improvements or planning?

No just waiting for answers on questions we asked back in January at our last meeting.

9. What elements of the Illiana are seen as the most critical to the agricultural community? Are there opportunities for enhancements to Illiana that would benefit the agricultural community?

There are several field tile repairs, water runoff, splitting of the land and leaving parcels large enough to farm, buy buildings and homes that are close to the project, road access and a network that allows for minimal travel time to get to fields.

10. Does the Farm Bureau have any information on irrigation areas such as locations, types, water sources, etc.?

There is no irrigation in the majority of this corridor. Near Peotone there is a sod farmer who does irrigate but we believe this misses his farms.

11. Does the Farm Bureau have any information on drain tiles within the corridor area? The farmer who farms

the land will know of tile locations along with the Will South Cook Soil and Water Conservation District.

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)

Road Closures

Overpass

Route 53  
Chicago Road  
Cedar  
120 or 128 (not both)  
104<sup>th</sup>  
Center  
Rathje  
Route 50  
Kankakee  
Yates  
Drecksler  
Egyptian Trail  
Ashland (possible interchange)  
Route 1  
State Line Road  
**Will-Center**  
**Warner Bridge (bus route/school district line)**  
**Klemme**  
**Kedzie**

Bubble

Crawford  
Cottage Grove  
Stony Island  
Gougar

Closed

Walsh  
Symerton Road  
South Indian Trail Road  
120 or 128 (not both most likely 128)  
Martin Long Road  
Western  
**Ridgeland**

\*discussed at Will County Farm Bureau board meeting 2/12/2013

# Railroad Crossing Guidelines

Will County Farm Bureau

February 15, 2013

In addition to adequate highway widths for large machinery, farmers requested that railroad crossings also accommodate large farm machinery. Local municipalities installed road medians to comply with federally mandated quiet zones among residential areas. Regulations in a quiet zone favor the use of a median as an additional safety precaution rather than a train whistle's loud signal. Road municipalities typically use two forms of medians: a line of plastic or rubber poles or a concrete median. President Tom Nugent visited and recorded measurements from fourteen different railroad crossing sites throughout the county. Measurements represent the distance from median to road edge. Data presented also includes type of median at each crossing, plastic pole lines or concrete. Guidelines for railroad crossings recommend that crossings measure 18' across from median to road edge to comfortably accommodate large machinery.

## Railroad Crossings and Measurements

Railroad Crossing	South bound '	North bound '	Type of Median
Ridgeland	19'4	19'8	Rubber poles
Harlem	16'	16'	Rubber poles
Pfeiffer	16'	18'	Rubber poles
Schoolhouse	16'	16'	Plastic poles
Spencer	13'	13'	Plastic poles
Cedar	16'	16'	Plastic poles
Nelsen	19'	16'	Plastic poles
Gouger	16'6	16'6	Plastic poles
Cherry Hill	No median	No median	No median
Center	16'	12'8"	Concrete median
Wolf	16'	12'8"	Concrete median
116 <sup>th</sup>	13'9	13'9	Concrete median

Railroad Crossing	West bound	East bound	Type of Median
Sauk Trail	15'8"	15'8"	Plastic poles

Notes:

\*Though composed of durable plastic, pole medians rebound after flattened a few times, but lack durability to sustain multiple blows by large machinery. Municipalities hold farmers liable for damage incurred to medians by large farm machinery.

\*At Ridgeland and Harlem crossings, medians exist on both the northbound and southbound sides of the road. At Pfeiffer crossing medians are placed on one side, plastic pole medians, railroads placed median only on the north side of the tracks so the northbound lane is wider than the southbound lane.

\*On Center St crossing, the southbound lane is wider because the northbound lane has concrete medians on both sides. The southbound lane has concrete medians on one side of crossing.

Highway Measurement Guidelines for Farm Machinery  
 Will County Farm Bureau  
 January 31, 2013

At the most recent discussion with Illinois Department of Transportation, local farmers raised concerns regarding appropriate measurements that allow farm equipment to access roads in a safe and comfortable manner. Illinois Farm Bureau assisted Will County Farm Bureau in gathering a comprehensive list of measurement guidelines and state standards. These measurements include both widths of common farm machinery as well as recommended road widths to accommodate farm equipment.

To allow farm machinery to use left turn lanes, recommend widths measure 18' from curb to curb between medians. Some combine tires easily measure 16' from outside to outside. Trucks traveling from the county's busy intermodal also struggle to turn on the state's usual 12' width. Many pieces of farm equipment may measure wider; however this equipment rides at an elevated height to allow it to hang over the curb. This equipment only becomes a problem if guard rails or sign posts block their path.

With respect to overpasses and underpasses, Illinois law and federal regulations determine that overhead structures adhere to a measurement of 13'6". Regulations generally require new overhead features provide at minimum 14' of vertical clearance. Regulations place no dimensional limitations on implements of husbandry, but signs, structures or utilities may limit access through areas.

**SIGNS**

New installations of overhead signs require a minimum vertical clearance of 17 ft 3 in (5.25m) above the roadway and shoulders. This includes an additional 4 in (100 mm) clearance for a future pavement surface overlay. Existing overhead signs may have a vertical clearance of 16 ft 9 in (5.10 m).

**BRIDGES**

3R GUIDELINES FOR RURAL AND URBAN HIGHWAYS (Non-Freeways)

49-6.09(e) Vertical Clearance

The minimum vertical clearance for bridges to remain in place over an unmarked route is 14 ft (4.3 m). Economics may dictate exceptions.

Current ADT (2)	Current ADT	Current ADT	Current ADT
Under 400	400 - 999	1000 - 3000	Over 3000
Clear Roadway Bridge <b>Width</b> (3)			
20 ft (6.0 m)	22 ft (6.6 m)	24 ft (7.2 m)	28 ft (8.4 m)

Notes:

*(1) In all cases, except as noted in (2) below, the bridge to remain in place shall have a structural capacity of H-15 (MS-13.5) loading.*

*(2) When the current ADT is less than 75, a bridge with a structural capacity of H-10 (MS-9) loading will be acceptable if it meets the width criteria.*

*(3) Between rails or between curbs if the curb projects more than 9 in (225 mm) beyond the face of the rail.*

*(4) In no case will the bridge be narrower than the approach traveled way.*

[Note: "ADT" is Average Daily Traffic. It's a form of vehicle count.]

	Stakeholder Prefix	First Name	Last Name	Title	Office	Address2	City	State
FPD Will County	Mr.	Joseph	Babich	President	Forest Preserve District of Will County	17540 W. Laraway Road	Joliet	IL 60433
FPD Will County	Ms.	Marcy	DeMauro	Executive Director	Forest Preserve District of Will County	17540 W. Laraway Road	Joliet	IL 60433
FPD Will County	Mr.	Andrew	Hawkins	District Superintendent of Planning	Forest Preserve District of Will County	17540 W. Laraway Road	Joliet	IL 60433



## FPDWC

**NAME:** \_\_\_\_\_

**POSITION:** \_\_\_\_\_

**PHONE:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

1. Do you currently have, or are awaiting response on, state or federal grants or matching funds for improvements to your holdings? Are any of these proposed improvements adjacent to or near Corridor B3?
  
2. Are there potential resources that could potentially be used from FPDWC sites for the construction of the Illiana (examples: excess earth, concrete structures that need to be removed, etc.)? If so, are there any constraints with obtaining the material (i.e. needed demolitions, contaminated soils, limited access to area, material not available until later date)?
  
3. Is there any potential of using portions of your property as potential mitigation sites for the Illiana? If so, what is the process for initiating a mitigation site on FPDWC property?
  
4. Are there any transportation enhancements to Corridor B3 that would benefit the FPDWC, or apparent opportunities for joint participation in meeting FPDWC's objectives or plans?

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)



**FPDWC**

**NAME:** Andrew J. Hawkins

**POSITION:** Superintendent of Planning & Development

**PHONE:** 815-722-9425

**EMAIL:** ahawkins@fpdwc.org

1. **Do you currently have, or are awaiting response on, state or federal grants or matching funds for improvements to your holdings? Are any of these proposed improvements adjacent to or near Corridor B3?**

The Wauponsee Glacial Trail received multiple acquisition and development grants from IDNR. The proposed project will cross the Trail.

2. **Are there potential resources that could potentially be used from FPDWC sites for the construction of the Illiana (examples: excess earth, concrete structures that need to be removed, etc.)? If so, are there any constraints with obtaining the material (i.e. needed demolitions, contaminated soils, limited access to area, material not available until later date)?**

None.

3. **Is there any potential of using portions of your property as potential mitigation sites for the Illiana? If so, what is the process for initiating a mitigation site on FPDWC property?**

The Forest Preserve District of Will County (FPDWC) requests that, at minimum, all project impacts that require mitigation within Will County be mitigated in Will County. The FPDWC would be willing to consider the use of portions of its property for wetland, habitat, tree, and other mitigation opportunities. Please contact me at the above referenced phone number or e-mail to coordinate a meeting between FPDWC staff and members of the Illiana Team involved in selecting potential mitigation sites. It is imperative that a meeting or series of meetings between all parties occur early in the process.

4. **Are there any transportation enhancements to Corridor B3 that would benefit the FPDWC, or apparent opportunities for joint participation in meeting FPDWC's objectives or plans?**

An east-west multi-use trail should be included for the entire length of the project. The project will also need to be coordinated with the FPDWC, Village of Beecher, and Washington Township in regards to the Expressway's crossing of the proposed Vincennes Trail.

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)

Prefix	First Name	Last Name	Title	Affiliation	Address1	City	State	Zip Code
Mr.	Mark	Maassel	President & CEO	Northwestern Indiana Forum	6100 Southport Road	Portage	IN	46368
Mr.	James G.	Martell	CEO	Ridge Properties Trust (Ridgeport)	225 W. Washington St.	Chicago	IL	60606
Ms.	Jennifer	Wagner		Ridge Properties Trust (Ridgeport)	225 W. Washington St.	Chicago	IL	60606
Mr.	John	Greuling	CEO	Will County Center for Economic Development	116 N Chicago Street	Joliet	IL	60432
Mr.	Jeremy	Grey		Centerpoint Properties	1808 Swift Drive	Oakbrook	IL	60523



No Responses Received

Stakeholder Type	Prefix	First Name	Last Name	Title	Affiliation	Address1	City	State	Zip Code
Lake County Parks Department	Mr.	Lawrence	Klein	Chief Operating Officer	Lake County Parks	8411 East Lincoln Highway	Crown Point	IN	46307
Lake County Parks Department	Mr.	Craig	Zandstra	Assistant Superintendent	Lake County Parks	8411 East Lincoln Highway	Crown Point	IN	46307



## LAKE COUNTY PARKS DISTRICT

**NAME:** \_\_\_\_\_

**POSITION:** \_\_\_\_\_

**PHONE:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

1. Do you currently have, or are you awaiting response on, state or federal grants or matching funds for improvements to your holdings? Are any of these proposed improvements adjacent to or near Corridor B3?
2. Are there potential resources that could potentially be used from LCPD sites for the construction of the Illiana (examples: excess earth, concrete structures that need to be removed, etc.)? If so, are there any constraints with obtaining the material (i.e. needed demolitions, contaminated soils, limited access to area, material not available until later date)?
3. Is there any potential for using portions of your property as potential mitigation sites for the Illiana? If so, what is the process for initiating a mitigation site on LCPD property?
4. Are there any transportation enhancements to Corridor B3 that would benefit the LCPD, or apparent opportunities for joint participation in meeting LCPD's objectives or plans?

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)

No Responses Received

Prefix	First Name	Last Name	Affiliation	Address1	City	State	Zip Code
Mr.	Wade	Spang	Midewin National Tallgrass Prairie	30239 S State Route 53	Wilmington	IL	60435
Ms.	Renee	Thakali	Midewin National Tallgrass Prairie	30239 S State Route 53	Wilmington	IL	60435
Mr.	Bob	Hombres	Midewin National Tallgrass Prairie	30239 S State Route 53	Wilmington	IL	60435



## MIDEWIN

**NAME:** \_\_\_\_\_

**POSITION:** \_\_\_\_\_

**PHONE:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

1. Will the construction of Corridor B3 present any conflicts with future plans at Midewin?
2. Would any planned improvements at Midewin affect existing environmental activities such as water runoff or migratory patterns? Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption?
3. Are there potential materials that can be used from Midewin for the construction of the Illiana? If so, are there any constraints with obtaining the material (i.e. needed demolitions, special waste clearance, limited access to area, material not available until later date)?
4. Is there any possibility of using portions of your property as potential mitigation sites for the Illiana? If so, where and how might this be arranged?
5. Are there any future planned mitigation sites at Midewin for non-Illiana entities (i.e. developers, DOT, county)?
6. Where are the future planned trailheads into Midewin?







## MIDEWIN

**NAME:** Midewin National Tallgrass Prairie

**POSITION:** USDA Forest Service

**PHONE:** (815) 423-6370

**EMAIL:** [rhombres@fs.fed.us](mailto:rhombres@fs.fed.us)

1. Will the construction of Corridor B3 present any conflicts with future plans at Midewin?

Yes, as stated in each of our four previous letters (March 8, 2012, July 6, 2012, August 29, 2012, and November 6, 2012) we are concerned that the B3 alignment will have irreparable and irreversible damage to sensitive ecosystems at Midewin. The placement of such a major transportation facility in the B3 corridor, due to its proximity to Midewin, is in direct conflict with one of the four purposes of the Midewin National Tallgrass Prairie as stated in The Illinois Land and Conservation Act, "To manage the land and water resources of Midewin in a manner that will conserve and enhance the native populations and habitats of fish, wildlife and plants". Even though the Act applies only to the land within our boundaries, as responsible land stewards we are compelled to look beyond our boundaries and assert our influence wherever possible on decisions that will directly or indirectly affect our efforts. Your transportation facility will in no way enhance or conserve native populations and habitats. Instead the added noise, light, and the physical barrier of the roadway itself will have adverse effects on migratory bird and monarch butterfly patterns in the area. Local circulation of deer and other small mammals will also be affected by the isolating nature of the roadway. Existing Interstate 55 already cuts Midewin off from unimpeded access for wildlife following the Des Plaines River to the west of us, and the B3 corridor would create the same type of impediment between Midewin and the Kankakee River. Additionally, locating an interchange at or near Illinois Route 53 for the Illiana, with the intent of funneling truck traffic onto your facility, also conflicts with our plans to enhance habitat. The increased noise and light from this additional traffic through the center of our property will affect bird nesting habits and wildlife circulation. Midewin staff and visitors needing to cross Route 53, including school buses bringing children to our programs, will face an increased safety risk from the increased truck traffic. Mitigation of these cumulative effects has not even been mentioned as part of the Illiana project, yet they pose a very real concern for Midewin. For these reasons we continue to stress that the B3 corridor will adversely affect Midewin's mission and continue to ask for consideration of a corridor farther away from our borders. There is a better route that meets the purpose and need and the communities affected. That route was identified in the Illiana Corridor Tier I EIS figure 2-9 Stakeholder Alternative. The Route is not named or numbered but here is the description: Starting in Indiana – the segment from Indiana I-65 to Illinois Route 45 should follow the B corridor alternative developed by the stakeholders; from Illinois Route 45 the road should fork – the north fork segment from Illinois Route 45 to I-80 should follow the A Corridor alternatives developed by the stakeholders – the south fork segment from Illinois Route 45 to Braidwood, then connecting to I-55, should follow the C Corridor alternative developed by the stakeholders.

2. Would any planned improvements at Midewin affect existing environmental activities such as water runoff or migratory patterns? Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption?

**Yes, water run-off from Midewin will most likely decrease as we continue to disable field drain tiles and fill-in drainages in order to allow water to spread out on existing flood plains in a more natural manner, consistent with the way it was before farming was introduced to the area. The resulting flow off Midewin should be more constant, rather than the fast high volume flows and low flows experienced now when heavy rains bring large volumes of water that are quickly transported away in channelized ditches and drain tiles.**

**Yes, bird habitat uses related to noise and light levels, if the Illiana is constructed in the B3 corridor, we may need to reconsider where we plan to re-create migratory bird habitat. Initial investigations regarding noise and light conditions from the proposed Illiana and increased traffic on Route 53, North River Road, and South Arsenal Road would substantially reduce our core area where birds are most likely to be found. We would need to adjust and reduce the planned habitat in order to concentrate our effort on areas that birds will find most conducive to nesting, feeding, etc.**

**Yes, recreational use related to noise levels and visual impacts, if the Illiana is constructed in the B3 corridor, we may need to reconsider where we plan to provide recreational experiences at Midewin. The impact of noise and scenery on humans' experience of the great outdoors at Midewin would be significant. The proposed Illiana and increased traffic on Route 53, North River Road, and South Arsenal Road would substantially reduce our recreational areas that provide solitude and remote sensation of the great outdoors. We would need to adjust and reduce the planned trails, access points, and recreational areas in to focus our effort on areas that humans would have a positive recreational experience not impaired by noise and visual concerns.**

**Yes, prairie restoration as related to prescribed fire. The restored prairies and wetlands require periodic prescribed burning. Already, existing Interstate 55 and Illinois Route 53 greatly restrict prescribed fire opportunities at Midewin. The addition of another major transportation facility within the B3 corridor would further impede and restrict our prescribed burning program. This becomes more of a problem the closer the highway is to Midewin.**

3. Are there potential materials that can be used from Midewin for the construction of the Illiana? If so, are there any constraints with obtaining the material (i.e. needed demolitions, special waste clearance, limited access to area, material not available until later date)?

**Yes, Midewin has numerous buildings, roads, and rail beds constructed for the former Joliet Arsenal that are potential material sources. There are over 300 concrete bunkers that could be demolished and crushed for road base material. The topsoil currently covering the bunkers would need to be removed, which we would retain, but the remaining structure is entirely reinforced concrete and available now. There also remains on site nearly 185 miles of road and rail bed that is not required in our long term plans. Railroad ballast, asphalt and gravel surface roads, and aggregate sub-base from roads could all be excavated and possibly used for construction materials. In addition to the bunkers, there are hundreds of**



## MIDEWIN

buildings constructed of concrete, brick, and steel that also are potential material sources. Constraints to using the above are as follows; ballast on rail beds is available now but it should be noted that herbicides used before the Forest Service acquired the land contained arsenic and detectable levels can still be found in certain areas; roads cannot be removed if they provide the only access to buildings that will require future demolition; bunkers are available now for demolition, the steel doors contain encapsulated asbestos; the majority of the remaining buildings have roofing and or siding that is made of transite. Transite is an asbestos containing material (non-friable) and must be handled as a special waste and landfilled and tracked as such before demolition can take place. There are also federally endangered plants on site and their locations would need to be confirmed and avoided before any removal of material proceeds.

4. Is there any possibility of using portions of your property as potential mitigation sites for the Illiana? If so, where and how might this be arranged?

Yes, as stated earlier part of our mission is to conserve and enhance native habitat so we would welcome mitigation on our site. The locations would depend on the type and size of mitigation proposed, either wetland or bird habitat for example. You would need to contact Bill Glass, Midewin Ecologist, once you have more specific information on the size and type of mitigation proposed. Just a reminder, that with Midewin being a participating and cooperating agency, provisions of that agreement state that the Illiana Project Team would need to complete the required National Environmental Policy Act (NEPA) decisions and document accordingly before any site is cleared for mitigation.

Yes, with Midewin being a non-motorized recreational areas thus supporting the mission to conserve and enhance native habitat so we would welcome mitigation on our site for non-motorized recreational experiences such as but not limited to trails, access points that connecting Midewin to other natural areas across Route 53, South Arsenal Road, North River Road, I-55, and the proposed Illiana Highway.

5. Are there any future planned mitigation sites at Midewin for non-Illiana entities (i.e. developers, DOT, county)?

There are no future planned mitigations at this time, however as requested in an earlier one-on-one meeting, we have already sent the Illiana Team information on ongoing and completed mitigation on Midewin.

6. Where are the future planned trailheads into Midewin?

This information has also been previously transmitted to the Illiana Team in the form of GIS data (maps). Of particular note would be the future trailhead at South Chicago road and south Arsenal road, and our trailhead at River road and Boathouse road.

7. How are major utilities located within Midewin access for maintenance?

There are oil and gas pipelines that run along the east and southern boundaries of Midewin that are accessed from South Arsenal road and the Wauponsee trail. There is a Com Ed high tension line running

along the north and eastern borders of Midewin that is accessed from South Arsenal road, Wauponsee trail, and Hoff road. The Midewin office complex is served by water and sewer lines that connect to the city of Wilmington and are located along Route 53 and cross under South Arsenal road. There is a high pressure natural gas line along the railroad tracks that cross New River road and also one that runs adjacent to Route 53.

8. On the southern boundary of your site, are there any known contaminated soils or remediated areas?

**Yes, the Army has remediated a site located approximately ½ mile north of South Arsenal road and east of Chicago Road. This is a former Load, Assemble, and Pack (LAP) facility.**

9. From where do emergency responders access Midewin?

**Emergency responders can access Midewin from any/all of the access points indicated on the maps previously transmitted to the Illiana team. Of note would be; South Arsenal at Chicago road, Route 53 at numerous locations, New River road at Boathouse road, and parking lot P1 along New River road.**

10. Does Midewin have any planned habitat restoration/introduction of threatened or endangered species?

**The Prairie Plan left the option open – mostly it would be federally listed plants. Report of the feasibility of doing this for 6 plant species was completed. This would be done in the native vegetation areas of the desired future condition according to the plan. State-listed plants and animals might be an option also – some have already been reintroduced, others are likely. These would also primarily take place in the native vegetation areas identified in the plan.**

11. Are there any enhancements to the Illiana B3 Corridor that would benefit Midewin?

**Yes, any provision that keeps connectivity to existing streams and wetlands and the Des Plaines Conservation area and surrounding communities would be welcomed. Any additional lands that could be acquired and zoned by the Illiana to serve as a buffer zone and maintained in a natural state would be a benefit. Include a multi-use trail system within the Illiana corridor and provide a connection point for Midewin and/or the Wauponsee Trail. Work with the county and surrounding communities to find a way to close the existing I-55 exit at New River Road and to close the existing South Arsenal Road at State Highway 53 east to the entrance road to Waste Management to all traffic. This would benefit the Illiana Highway project by assuring more truck use on the Illiana to get into and out of Island City Industrial Park and not bypassing the highway on arterial roads. Install signage promoting Midewin on the Illiana and also on existing routes 53, I-80, and I-55. In order to enhance ecotourism and outdoor experiences of the local conservation communities in the area - the Federal Highways Administration and Illinois and Indiana State Department of transportation should consider that a portion of the tolls be set aside for the conservation fund for federal, state, and local government to use thus benefiting the area.**

12. What do you believe the cumulative effect of major projects will be on your planning area? Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of



## MIDEWIN

Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments.

**This goes back to our answer to question 1; we feel that all of these transportation projects will have an adverse effect on restoration of sensitive habitats at Midewin. In addition to what you have listed in this question, we are aware of an intermodal complex planned for Manhattan, another in Coal City, and the Ridgeport facility. Just recently we have also become aware of a proposal to add up to six new rail lines within the Illiana corridor to alleviate rail congestion through Chicago. When your Environmental Impact Statement is completed we will be looking for inclusion of all of these projects when compiling and analyzing the cumulative effects for the Illiana.**

13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?

**In addition to the habitat and wildlife concerns stated earlier we would like to add that Midewin's vision for the future is to re-establish a natural and serene environment not available elsewhere in Northeastern Illinois and provide access to that environment for the visiting public. In order to achieve that goal, and also provide needed amenities for visitors, we will rely on the surrounding communities to offer those amenities such as food, refreshments, lodging, etc. Any new transportation facility between us and the communities will act as a barrier that isolates instead of connects us to those communities. Also while not being easily quantifiable, there is a feeling of solitude that exists today on portions of Midewin where the sounds of traffic, either on the ground or in the air, disappear and you become immersed in the natural environment. That feeling of solitude will be lost forever if Midewin becomes surrounded with intermodal, industrial, or transportation facilities. We would be better served if surrounded by housing, research facilities, or even office facilities to act as a buffer to the noisier and more intrusive types of facilities that currently exist, or are in the planning stages. We recognize that in-and-out traffic is the lifeblood of any industrial park such as Island City or Deer Run, but in order for us to protect this national treasured landscape in its most natural state, all types of traffic serving the industrial parks, including truck, rail, or air carrier (indirectly via the South Suburban Airport), need to be routed away from Midewin. This can be achieved by constructing the Illiana with dedicated ramps leading to Island City Industrial Park and eliminating the planned exit at State Route 53.**

14. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?

**Most of this has been covered in our previous responses, however we can add that in order for Midewin to be a benefit and asset to the surrounding communities, reduction in connectivity, damage to natural resources habitats; damage to wildlife and their habitats; and reduction of recreational experiences as related to the Illiana are the most critical elements. The details of your proposal and design may raise additional critical elements.**

15. Are there areas of your community where public transportation is of particular importance?



## MIDEWIN

**As we have already expressed, Midewin’s vision is to bring visitors (passenger vehicles) to the area and have the surrounding communities provide the required amenities to make them comfortable. Therefore busses, bike routes, or tour trams that originate in the transportation hubs around us such as Joliet, Elwood, Wilmington, or Manhattan will become very important. Facilities such as Metra and the Illiana should concentrate on bringing the public to those hubs, and then the secondary roads will provide access to us.**

16. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts?

**For reasons included in our earlier responses, we would like to see portions of the Illiana with no lighting at all. Where lighting is required, such as intersections, we request that “dark sky” fixtures be incorporated in your design. The addition of wildlife crossings and sufficient connections for communities should be given serious consideration. Noise barriers should be included not only for sensitive grassland birds, but for preservation of solitude. Midewin is also home to a Native American burial site. For these reasons we will be requesting that Midewin be considered as a Category A land use in accordance with FWHA guidelines. Any other design characteristics such as separation of lanes which reduces the effect of noise would also benefit Midewin. We also agree with the consideration to meander drainages that cross the Illiana because that is consistent with our restoration efforts. In addition please incorporate all the statements recorded during the workshop sessions of CPG/TTF meetings #1 and #2 held on April 10<sup>th</sup> and April 30<sup>th</sup>, which Midewin attended and contributed to. They are too long to list in this questionnaire and you should already have them recorded in your process.**

17. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies?

**Midewin is well on its way to achieving the desired future condition of a tallgrass prairie as identified in the Prairie Plan, however it will take an extended period of time to fully reach a completely restored prairie ecosystem.**

Prefix	First Name	Last Name	Title	Affiliation	Address1	Address2	City	State	Zip Code
Mr.	John	Hack	Township Highway Commissioner	Peotone Township	PO BOX 163		Peotone	IL	60468
Mr.	David	Cann	Township Supervisor	Peotone Township	8212 W. Kennedy Rd.	PO BOX 163	Peotone	IL	60468
Mr.	Bruce	Hamann	Township Highway Commissioner	Will Township	30317 S. Will-Center Road		Peotone	IL	60468
Mr.	Brian	Cann	Township Supervisor	Will Township	29605 S. Ridgeland Ave.		Peotone	IL	60468
	Gynith	Borden	Township Supervisor	Wilton Township	28443 S. Wallingford Road		Manhattan	IL	60442
Mr.	Ray	Nugent Jr.	Highway Commissioner	Wilton Township	29430 S. Quigley Rd.		Manhattan	IL	60442
Ms.	Rosie	Morrow	Township Trustee	Eagle Creek Township	8305 E 173rd Ave.		Hebron	IN	46341
Ms.	Alice	Dahl	Township Trustee	Cedar Creek Township	151 Freemont St.		Lowell	IN	46356
Mr.	Harold	Mussman	Township Trustee	West Creek Township	11821 W. 181st Avenue		Lowell	IN	46356
Mr.	Jim	Hadrys	Township Highway Commissioner	Florence Township	30860 Indian Trail Road		Wilmington	IL	60481
Mr.	William	Quigley	Township Supervisor	Florence Township	16882 W. Arsenal Road		Wilmington	IL	60481
Mr.	Jerry	Stewart	Township Supervisor	Wilmington Township	P.O. Box 397		Wilmington	IL	60481
Mr.	Robert	Lardi	Township Highway Commissioner	Wilmington Township	29929 S. Kavanaugh Rd.		Wilmington	IL	60481
Mr.	Jerry	Meyer	Township Highway Commissioner	Washington Township	30200 Town Center Road		Beecher	IL	60401
Mr.	Robert	Howard	Township Supervisor	Washington Township	30200 Town Center Rd.		Beecher	IL	60401



## TOWNSHIPS

**NAME:** \_\_\_\_\_

**ORGANIZATION:** \_\_\_\_\_

**POSITION:** \_\_\_\_\_

**PHONE:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

1. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc)?
  
2. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning?
  
3. What existing or future roadways are critical corridors for your public service operations or economic development?
  
4. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)?
  
5. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3?



## TOWNSHIPS

6. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?
  
7. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion?
  
8. Are there areas of your community where public transportation is of particular importance?
  
9. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments?
  
10. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.)

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)



## TOWNSHIPS

**NAME:** Alice F. Dahl

**ORGANIZATION:** Cedar Creek Township

**POSITION:** Trustee

**PHONE:** 219-696-9713

**EMAIL:** alicefdahl@yahoo.com

1. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc)? **None that I am aware of**
2. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? **NO**
3. What existing or future roadways are critical corridors for your public service operations or economic development? **All of the North to South roads are critical for our public service operations**
4. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)? **None that I am aware of**
5. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3? **NO**



## TOWNSHIPS

6. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?  
**Public safety is most critical to our residents. Adverse environmental issues are critical to our residents.**
  
7. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? **Yes, the East –West road will divide the entire township. Any closures of North-South roads will create a separation.**
  
8. Are there areas of your community where public transportation is of particular importance?  
**If school buses are considered public transportation, the entire North portion of the township will be affected.**
  
9. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? **Any road closures will create public safety issues.**
  
10. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.) **None**

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)



## TOWNSHIPS

**NAME:** William Quigley

**ORGANIZATION:** Florence Township

**POSITION:** Supervisor

**PHONE:** 815-478-3716

**EMAIL:** wquigley56@yahoo.com

1. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc)? **Closes roads making it difficult for residents to vote at Township hall**
2. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? **No**
3. What existing or future roadways are critical corridors for your public service operations or economic development? Symerton Road, difficult for maintenance crews to reach north side of township across Expressway
4. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)? **No**
5. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3? **No**



## TOWNSHIPS

6. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?

**Access Roads**

7. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? **It will split the Township. Riley Rd., Indian Trail, Symerton Rd., Martin Long Rd. Where Roads are closed have areas for vehicles to turn around.**

8. Are there areas of your community where public transportation is of particular importance? **No**

9. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? **Getting to the north side of the Township with Symerton Road closed.**

10. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.) **NO**

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)

Stakeholder Type	Prefix	First Name	Last Name	Title	Address1	City	State	Zip Code
Will County Farm Bureau	Mr.	Mark	Schneidewind	Executive Director	100 Manhattan Road	Joliet	IL	60433
Lake County Farm Bureau	Mr.	Wayne	Belden	Regional Manager	5061 North U.S. Hwy. 231	Rensselaer	IN	47978



## COUNTIES & MUNICIPALITIES

**NAME:** \_\_\_\_\_

**ORGANIZATION:** \_\_\_\_\_

**POSITION:** \_\_\_\_\_

**PHONE:** \_\_\_\_\_

**EMAIL:** \_\_\_\_\_

### **Engineering and Design Questions:**

1. What existing or future roadways are critical corridors for your public service operations or economic development?
2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)?
3. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.)
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3?
5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments?



## COUNTIES & MUNICIPALITIES

### Indirect and Cumulative and Direct Impact/Planning Questions:

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans?
  - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change?
  - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)?
  - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development?
2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)?
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources.
3. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands.



## COUNTIES & MUNICIPALITIES

4. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning?
  
5. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands.
  
6. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts?
  
7. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)?
  
8. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected?
  
9. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption?



## COUNTIES & MUNICIPALITIES

10. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies?
  
11. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments.
  
12. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS?
  
13. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses?
  
14. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning?
  
15. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community?
  
16. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion?



## COUNTIES & MUNICIPALITIES

17. Are there areas of your community where public transportation is of particular importance?



## COUNTIES & MUNICIPALITIES

**NAME:** \_\_\_\_\_

**ORGANIZATION:** Will County

**POSITION:** \_\_\_\_\_

**PHONE:** 815-774-6365

**EMAIL:** ahanlon@willcountyllinois.com

### Engineering and Design Questions:

1. What existing or future roadways are critical corridors for your public service operations or economic development? Wilmington-Peotone Road (CH 25) is the main east-west arterial in the vicinity of the Illiana. The road is currently classified as an SRA route that is utilized heavily by the trucks utilizing the intermodal facility in Joliet and Elwood and the Will County Landfill. All north-south County Highways that cross the Illiana are important traffic carries within southern part of the county.

The integrity of the national and state highway network in the area of the Illiana should be maintained for local resident use. Critical East/West Will County Highways within the Study Area include Manhattan Road, Manhattan-Monee Road, Wilmington-Peotone Road, and Peotone-Beecher Road (Indiana Ave.) The list of critical North/South Will County Highways includes Old Chicago Road, Cedar Road, Center Road, and Will Center Road.

Corridors critical to economic development in the county include:

- interstate routes (I80, I-55, I-57 & I-355)
- state highway routes (US 30, US 6, IL 53, IL 394, IL 1, IL 50)
- county highways (Weber Road, Manhattan Arsenal Road) and
- local roads (Walter Strawn Drive, Baseline, Steunkel Road).

The most notable corridors for emergency response purposes in the county are: I-55, I-57, IL 53, US 45, US 52, IL 50, IL 1 and Wilmington-Peotone Road.



## COUNTIES & MUNICIPALITIES

The Illiana disrupts and/or alters existing evacuation routes in the county, but would also provide another major route for use in large-scale evacuation scenarios. The Illiana will require significant changes to the county's plans for the Braidwood and Dresden nuclear stations. The Illiana has the potential to remove haz mat from existing roadways that weren't intended for large-volume truck traffic, however it may result in an overall increase in haz mat shipments to the area. As a major east-west route, the Illiana could enhance the county's public safety radio system by linking towers in the eastern and western parts of the county. In the same way, the Illiana could be developed with technology that can be useful for public safety before, during and after a major emergency.

2. Do you have any other important uses that cross Corridor B3 (i.e. utilities, trails, environmental features, etc)? There are potential and existing historic landmarks within the corridor and an Agricultural Area designated under 505 ILCS 5. Will County has designated one Agricultural Area to date in Peotone Township that will not be directly impacted by the Illiana. There are numerous privately-owned transmission pipelines that traverse through southern Will County.
  
3. What major existing utilities do you maintain or own and where are they located (this may include watermains, sanitary sewers, detention areas, etc.)
  
4. Do you have existing roadway plans (current or future) for any roadways in your jurisdiction that intersect with Illiana Corridor B3? With the exception of Will Center Road (CH 10), the County has construction plans for all County Highways that cross or are impacted by the Illiana They are: Drecksler Road ((CH 70), Wilmington-Peotone Road (CH 25), Wilton-Center Road (CH 43), Old Chicago Road (CH 7), River Road (CH 44), and Soldier's Widow's Home Road (CH 31).



## COUNTIES & MUNICIPALITIES

5. Will the Illiana Corridor create any complications to roadway maintenance, including issues associated with potential road closures or new frontage road alignments? The current proposal for Illiana road closures indicate that all of the county highways that cross the corridor will remain open.

### **Indirect and Cumulative and Direct Impact/Planning Questions:**

1. Is the Illiana Corridor shown in your jurisdiction's Land Use or Transportation Master Plans? **NO**
  - 1a) If yes on #1, have you changed zoning near the proposed interchanges to reflect the jurisdiction's desired land uses? If so, what was the zoning change? There have been no zoning changes implemented as a result of the proposed Illiana corridor. There are revisions to the Land Resource Management Plan (LRMP) under development that will provide more detailed direction for interchanges located in the Rural Form of the LRMP.
  - 1b) If yes on #1, what would your plan have been without the Illiana Corridor? Does it interfere with plans (i.e. planned development, open space areas, etc.)? Without the Illiana Corridor, the County would need to implement plans to expand Wilmington-Peotone Road to a 5-lane cross-section to accommodate the increase truck traffic.
  - 1c) What opportunities do you see and concerns do you have regarding the Illiana Corridor regarding land development? Land Development in the Illiana Corridor will improve opportunities for local economic development primarily at the major interchange locations with the potential to create new jobs, increase property values and tax revenue. At the same time, land development will likely change the character of the existing rural area.



## COUNTIES & MUNICIPALITIES

2. When was your current Comprehensive Plan adopted and has it ever been updated (or plans to update)?  
The Will County 2030 Transportation Plan was adopted on April 16, 2009. The County currently is in the process of updating the transportation plan using population and employment forecasts for a 2040 horizon year. A consultant will be selected later this year. Will County's comprehensive Land Resource Management Plan was adopted in 2002 and updated in 2011.
3. What regulatory constraints are there in the jurisdiction that would guide induced development caused by the Illiana Corridor so that it meets your land use objectives? Examples of such constraints include State laws, local ordinances, other policies, and private initiatives that help prevent development from affecting sensitive resources. There is no enabling legislation providing for transfer of development rights with the very narrow exception of historic preservation.
4. What environmental resources do you identify in your land use or economic development plans for which preservation is desired? Examples of resources include prime farmlands, natural resources (e.g. wetlands, flood plains and prairies), historic structures, community facilities and parklands. Will County has adopted several plans and ordinances designed to protect the water resources along rivers, streams, wetlands and floodplains. Will County also adopted an Energy Efficiency and Conservation Plan on June 21, 2012. The Will County Historic Preservation Commission through the Historic Preservation Plan and Ordinance and its township-level Rural Structure Surveys is focused on preserving significant historic structures and sites.
5. How will the local roadway network be different with and without the project? If the Illiana Corridor were not a component of the regional roadway network, how would it affect your local road planning? The local roadway network has been heavily impacted by the significant growth in truck traffic volume in Will County over the past ten years. Trucks are in search of direct routes to the intermodal terminals and warehouses in Elwood and Joliet and often use local roads to bypass congestion on the interstates. Local roads and bridges are in many cases not designed to safely carry heavy volumes of trucks. Trucks using state highways classified as Class II truck routes are impacting commercial activity, pedestrian traffic and building integrity in local community downtowns. Several local road jurisdictions have implemented overweight permits and greater enforcement of local road restrictions to address the impact of truck traffic on road conditions. By providing direct access to the local intermodals and reliable travel times on a limited



## COUNTIES & MUNICIPALITIES

access highway, the Illiana would take trucks off the local roads. Even though fewer resources would need to be directed to local road maintenance and capacity projects with the construction of the Illiana, additional resources will need to be directed to improving the local road network at new interchange locations where traffic accessing the Illiana and development in the corridor will increase over current levels.

6. From your perspective, how will the impacts of the Illiana Corridor affect your expected development trends? For example, fragmentation of agricultural areas through leap-frog development increases in local traffic, loss of sensitive wildlife habitat, and reduction in unfragmented habitats for wildlife such as forests or grasslands. The Will County Land Use Department anticipates a loss of rural character from the construction of the Illiana roadway regardless of any ancillary development. Growth trends throughout the county and in existing rural areas in particular, will accelerate with construction of the Illiana.
  
7. Do you envision any design characteristics (including lighting, noise barriers, etc.) that could be incorporated into the Illiana Corridor to help it make a positive impact on your community and its growth and reduce potential adverse impacts? If noise barriers are constructed as part of the design of the Illiana, their impact would need to be alleviated by landscaping solutions such as trees and bushes. Design features that minimize noise and visual impacts, provide for stormwater management, create greenways and leave productive farmland intact would have a positive impact on the community.
  
8. From your perspective, what is the attitude of the farming community about pressures for development? Is development desirable, undesirable, or depends on individual circumstances? If it is the latter, what are those circumstances? Locally or at the county level, have there been any farmland protection initiatives undertaken, such as transfer or purchase of development rights and establishment of farmland conservation districts (taxed only as farmland—not for its future development potential)? The primary concerns of the agricultural community are practical ones regarding ease of access to tillable lands and transportation of harvested goods. The Will County Land Use Department has not initiated any “farmland preservation” efforts other than implementing the Will County Land Resource Management Plan. There is no enabling legislation allowing Will County to pursue transfer of development rights. The Land Use Department does have a policy of being supportive of the Agricultural



## COUNTIES & MUNICIPALITIES

Area designation under 505 ILCS 5. Will County's Zoning and Subdivision Ordinances address voluntary conservation easements.

9. One way to reduce farmland conversion is through higher density development in certain locations. How and why were the densities presented in your land use plan selected? Density requirements were established through interviews of area stakeholders during the development of the Land Use Resource Management Plan adopted in 2002 and updated in 2011.
10. Would the Illiana Corridor change existing trends for wetland/floodplain conversion, water usage and or energy consumption? Wetland/Floodplain conversion would remain under the scrutiny of the Will County Water Resource ordinances. Economic development within the Illiana Corridor would increase water usage to some extent beyond the already anticipated growth without the Illiana. Energy Consumption would also increase in a similar fashion to water usage, with the exception of fuel (gasoline/diesel) consumption. Fuel consumption would be expected to increase due to increased traffic volumes in the corridor and in relation to any increased miles traveled due to road closures. The 2012 and 2013 to-date Building Permits and Site Development Permits for development in the floodplain indicate the trend for issuing permits in the affected area is only a small percentage of all reviews for unincorporated Will County.
11. When do you expect to reach full build out based on your comprehensive plan? Is the build out based on market demand or implementation of desired growth policies? There has been no date anticipated for full build out. The planning horizon for the Will County Land Resource Management Plan's is 2030 and the document does not conceive of a full build-out scenario for this time period.
12. What do you believe the cumulative effect of major projects will be on your planning area. Such major projects include the Illiana corridor, the ultimate build out of the South Suburban Airport, the extension of Metra commuter rail, the future high speed rail between Chicago and St. Louis and other known major developments. The cumulative effect of these and other major developments is not fully known, but it is likely to prompt dramatic changes in land use and development patterns, create new jobs, improve transportation options and grow the regional economy. These major developments will spur population and employment growth in the county and create new demand for services, housing and infrastructure.
13. Do you have any other comments about future growth and potential impacts that would be useful to note in our Indirect and Cumulative Effects Analysis for the Tier Two EIS? – With population growth, there are larger populations exposed to hazards, such as tornadoes that strike a



## COUNTIES & MUNICIPALITIES

populated area vs. farm fields. This has cascading effects, such as larger populations to warn, evacuate, shelter, etc.

14. Does the location of the Illiana impact any current community designations (i.e. Tree City USA, Main Street Heritage Program, etc), planning boundaries, or planned land uses? Although not anticipated to have any adverse affect, the Illiana could have a long-term affect on the Preserve America and Certified Local Government designations.
  
15. Do you currently have, or are awaiting response on, state or federal grant money for community improvements or planning? The Will County Historic Preservation Commission received a \$27,500.00 Certified Local Government Grant to conduct a Historic Rural Structure Survey in Peotone Township starting on July 1, 2013. The Will County Land Use Department received a Local Technical Assistance grant from CMAP to inventory local brownfield sites and explore reuse options beginning this year. The SSMMA received a \$250,000 IDOT corridor planning grant for IL 394/Rt 1 from I-80 south of the Illiana corridor to the Will/Kankakee County line. Planning will get underway in the fall of 2013. Working with local communities and the business community, the Will County Executive's Office secured a \$500,000 IDOT grant to develop an integrated land use, transportation and economic development plan for the Illinois segment of the Illiana corridor.
  
16. What elements of the Illiana are seen as the most critical to the residents and business owners in your community? Are there opportunities for enhancements to Illiana that would benefit your community? The Illiana Corridor will be critical to minimizing the impact of truck traffic on the local road network. It will also maintain efficient transportation access between the interstate system and the local intermodal facilities. The enhanced mobility for trucks and the movement of freight will allow expansion of the transportation and logistics industry to occur locally. Developing the Illiana as a P3 is an opportunity for needed improvements to the transportation network to occur in the near-term and lift constraints on growth from inadequate infrastructure.



## COUNTIES & MUNICIPALITIES

17. Are there areas of your community that will be divided or separated from other parts of the community by the Illiana Corridor? What road closures would create a separation? Are there thoughts of how to maintain the community cohesion? The entire southern half of Will County will be bisected by the Illiana Corridor. Maintaining as many local road crossings as possible is desirable in order to connect the Illiana corridor to the rest of the county and the region.
18. Are there areas of your community where public transportation is of particular importance? The Illinois Route 50 corridor is important to those commuting to the Metra Electric end of line station in University Park. Kankakee County's public transportation system has a dedicated bus route solely for the purpose of connecting their residents to Metra Electric passenger rail service. Eastern Will County has a dial-a-ride service that services Washington, Crete, Monee, Will, Peotone, and Green Garden townships. Currently they are providing about 800 rides each month for these six townships with a couple of riders in Frankfort and New Lenox townships. The breakdown of those rides are 90% Senior and disabled; 10% Job access and Medicaid riders. There are a few other dial-a-ride services scattered in other parts of Will County, but they service only the residents of their townships. Will County is assembling a Paratransit Coordination Council to be advisors to the dial-a-ride service representing PACE, RTA, Metra, Will-Grundy Center, Southstar Services, Cornerstone Services, Will County Board members, and township supervisors. The goal for the future is to consolidate resources and coordinate this service throughout Will County to make the service more efficient and cost effective for all of the sponsors involved.
19. Are there zoning regulations that will need to be considered/reconsidered with respect to parcel designations when there is the potential for acquisition/impacts? These may include the required parcel size, frontage lengths, setbacks, etc. to meet zoning regulations. The regulations for addressing non-conformities within the unincorporated Will County are attached as Section 155-15 Nonconformities in the Will County Zoning Ordinance.
20. How would zoning regulations be addressed when the Illiana Corridor has created a non-conforming condition? For example, if a portion of the parcel is acquired and the allowed building coverage now exceeds the maximum building coverage percent allowed by the ordinance, would an exemption be granted? Would rezoning be required if the non-conforming criteria was simply the parcel size? The regulations for addressing non-conformities within the unincorporated Will County are attached as Section 155-15 Nonconformities in the Will County Zoning Ordinance.



## COUNTIES & MUNICIPALITIES

21. What is the date of your current zoning map? The establishment of the current zoning map was effective on October 1, 2012 under Section 155-1.110 Zoning Map (attached) and has been constantly updated since then with various map amendment.
22. Are there currently any active building or construction permits for development in the corridor or area? There are permits for development access to the County Highway system. Lists of active building permits for the affected townships are attached.

**Thank you** for your time and assistance in completing this questionnaire. Questionnaires can be emailed back to Katie Kukielka at the Illinois Department of Transportation at: [katie.kukielka@illinois.gov](mailto:katie.kukielka@illinois.gov)

1. Allocate and outline developer responsibility and guidelines for the initial phase of the management plan. The developer must consent to inspections by the County to check for compliance with the management plan through the initial phase not to exceed a five (5) year period. The initial phase inspection process must be through application by the developer to the County through the Plat Committee, and all inspection fees shall be borne by the developer;
2. Allocate landowner(s) or property owners association responsibilities and guidelines for the long-term phase of the management plan. This must include an annual inspection and report to the Plat Committee by a qualified consultant or entity selected by the landowner(s) or property owners association and approved by the Plat Committee. The cost of the annual inspection shall be borne by the landowner(s) or property owners association;
3. Estimate the costs and staffing requirements needed for maintenance, operation and insurance and outline the means by which necessary funding will be obtained or provided;
4. Provide that any changes to the management plan be approved by the Chief Subdivision Engineer;
5. Provide for enforcement of the management plan;
6. Provide for a budget which lists operation and capital expenses; and
7. Provide for updating of the long-term management plan a minimum of every five (5) years.

### **32-06 LEGAL INSTRUMENT FOR PERMANENT PROTECTION**

- 32-06-A.** The open space must be protected in perpetuity by a binding legal instrument that is recorded with the deed. The legal instrument must be one of the following:
1. A permanent conservation easement in favor of either:
    - (a) A land conservation agency with legal authority to accept such easements. The organization must be bona fide and in perpetual existence and the conveyance instruments must contain an appropriate provision for transfer in the event the organization becomes unable to carry out its functions; or
    - (b) A governmental entity (if the entity accepting the easement is not the county, then a third right of enforcement favoring the county must be included in the easement);
  2. An open space tract protected by a permanent restrictive covenant for conservation purposes in favor of a governmental entity; or
  3. An equivalent legal tool that provides permanent protection, as approved by the state's attorney.
- 32-06-B.** The instrument for permanent protection must include clear restrictions on the use of the open space. These restrictions must include all restrictions contained in this section, all restrictions approved by the County Board and any further restrictions the applicant chooses to place on the open space.

# Article 60 DEFINITIONS

## 60-01 TERMS BEGINNING WITH A OR B

### **BERM**

An earthen mound designed to provide visual interest, screen undesirable views, and/or decrease noise.

### **BLOCK**

A tract of land bounded by streets, or by a combination of streets, railway right-of-ways, waterways, or limits of subdivision.

### **BOARD**

The County Board of Will County.

### **BUFFER**

A combination of physical space and vertical elements, such as plants, berms, fences, or walls, the purpose of which is to separate and screen incompatible land uses from each other.

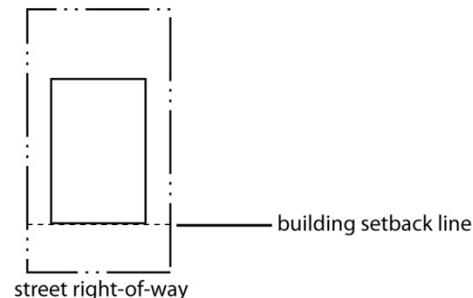
### **BUILDING**

A structure having a roof, supported by columns or walls for the shelter, support, or enclosure of persons, animals, or chattel; and when separated by division walls from the ground up and without openings, each portion of such building shall be deemed as a separate building.

### **BUILDING SETBACK LINE**

The minimum distance required to be provided by the *Will County Zoning Ordinance* between a street right-of-way or the center of the street in noted situations and the nearest supporting member of any structure on the lot.

*Figure 60.1*



## 60-02 TERMS BEGINNING WITH C OR D

### **CLUBHOUSE**

A building used year-round that meets all applicable building codes for a commercial structure that is owned and operated by the Property Owner's Association to hold events and other activities by residents of the subdivision.

### **COMMON OPEN SPACE**

Land unoccupied by structures, buildings, streets, rights-of-way, and automobile parking lots and designed and intended for the use or enjoyment of residents of a planned unit development. Common open space may contain structures for recreational use.

**CONSERVATION EASEMENT**

A legal agreement between a landowner and a public agency or not-for-profit conservation organization that permanently restricts current and future uses of a property. It is a recorded easement that restricts use of the land for all future owners of the property. The conservation easement area is monitored by the holder of the easement who enforces the restrictions of the easement. Funding for monitoring and enforcement of the conservation easement is required and is typically provided through an endowment to the not-for-profit organization. Funding for any work to be performed in the conservation easement is typically provided by the owner of the property (the developer, individual property owner, or property owners association).

**CONSTRUCTION SCHEDULE**

A plan prepared by an Illinois Professional Engineer that outlines the time line for construction, the construction traffic routing to the site, and any signs that are deemed appropriate.

**CONVENTIONAL SUBDIVISION**

Any subdivision other than one approved as a planned unit development.

**CUL-DE-SAC**

A street having one open end and being permanently terminated at the other end by a vehicle turnaround.

**DEAD-END**

Having only one (1) outlet.

**DECIDUOUS**

A plant with foliage that is shed annually.

**DEED RESTRICTION**

A restriction placed on a parcel or lot that protects open space or natural areas and restricts future development on that land. It is recorded and applies to all future owners of the property. Typically, no special monitoring of the property is required and enforcement of the deed restriction would be provided by private citizens, the property owners association, or Will County. Funding for any work to be performed in a deed restricted area is typically provided by the owner of the property (the developer, individual property owner, or property owners association).

**DENSITY, GROSS**

A calculation that is used to describe the number of dwellings that can be constructed on a parcel of land. The numerical value is obtained by dividing the area of a parcel by the lot size.

**DESIGN STANDARDS OR DESIGN REQUIREMENTS**

The requirements and regulations relating to design and layout of a subdivision.

**DETENTION BASIN**

A constructed structure for the temporary storage of stormwater runoff with a controlled release rate.

**DEVELOPER**

Same as "Subdivider."

**DEVELOPMENT**

Any human change to real estate, including:

- Construction, reconstruction, repair, or placement of a building or any addition to a building.

- Installing a manufactured home on a site, preparing a site for a manufactured home, or installing a travel trailer or recreational vehicle on a site for more than one hundred and eighty (180) days. If the travel trailer or recreational vehicle is on site for less than one hundred and eighty (180) days, it must be fully licensed and ready for highway use.
- Drilling, mining, installing utilities, construction of streets, bridges, or similar projects.
- Demolition of a structure or redevelopment of a site.
- Clearing of land as an adjunct of construction.
- Construction or erection of levees, walls, fences, dams, or culverts; channel modification; filling, dredging, grading, excavating, paving, or other alterations of the ground surface; storage of materials; or deposit of solid or liquid waste.
- Any other human activity that might change the direction, height, or velocity of flood or surface water, including extensive vegetation removal.

“Development” does not include maintenance of existing buildings and facilities such as re-roofing or re-surfacing of streets when there is no increase in elevation, or gardening, plowing, and similar agricultural practices that do not involve filling, grading, or construction of levees.

#### **DRIVEWAY**

The portion of a lot used to provide access from the street to a place of residence or business.

### **60-03 TERMS BEGINNING WITH E OR F**

#### **EASEMENT**

A grant by a property owner for the use of a parcel of land by the general public, a corporation, or a certain person or persons for a specific purpose or purposes.

#### **EMERGENCY WARNING SIRENS**

Sirens located within a subdivision or development designed to alert residents of impending danger. Emergency Warning Sirens in Will County are regulated in terms of location and decibel level by the Will County Office of Emergency Management.

#### **EVERGREEN**

A plant with foliage that persists and remains green year-round.

#### **FINAL ACCEPTANCE OF THE SUBDIVISION**

The formal act of transference of public improvement to a specific subdivision or development from private ownership and control to that of the appropriate public agency pursuant to conditions, procedures, and terms set forth in this subdivision ordinance. This act shall take place after all improvements are acknowledged, completed, and accepted by the Chief Subdivision Engineer and the Road District Commissioner.

#### **FLOOD**

A general and temporary condition of partial or complete inundation of normally dry land areas from overflow of inland or tidal waves, or the unusual and rapid accumulation or runoff of surface waters from any source.

**FLOODPLAIN**

Typically adjacent to a body of water with ground surface elevations at or below the base flood or the 100-year frequency flood elevation. Floodplains may also include detached Special Flood Hazard Areas, ponding areas, etc. The floodplain is also known as the Special Flood Hazard Area (SFHA).

**FLOODWAY**

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one-tenth (1/10) of a foot due to the loss of flood conveyance or storage.

**FRONTAGE**

The property on one (1) side of a street between two (2) intersecting streets (crossing or termination) measured along the line of the street; or with a dead end street, all property abutting one (1) side of such street measured from the nearest intersecting street and the end of the dead end street.

**FRONTAGE, LOT**

The portion of the frontage that lies between the side lot lines of a single lot.

**FRONTAGE ROAD**

A public or private marginal access roadway generally paralleling and contiguous to a street or highway and designed to promote safety by eliminating unlimited ingress and egress to such street or highway providing points of ingress and egress at more-or-less uniformly spaced intervals.

**60-04 TERMS BEGINNING WITH G OR H****GREENWAY SYSTEMS**

A corridor of undeveloped land, as along a river or between urban centers that is reserved for recreational use or environmental preservation.

**HALF STREET**

A street bordering one (1) or more property lines of a subdivision tract to which the subdivider has allocated only a portion of the ultimate and intended street width.

**HEDGE**

A landscaped barrier consisting of a continuous, dense planting of shrubs.

**60-05 TERMS BEGINNING WITH I OR J****IMPROVEMENTS**

All facilities constructed or erected by a subdivider to permit and facilitate the use of lots or blocks for a principal residential, commercial, or industrial use.

**60-06 TERMS BEGINNING WITH K OR L****LANDSCAPING**

Any combination of living plants (such as grass, ground cover, shrubs, vines, hedges, or trees) and nonliving landscape material (such as rocks, pebbles, sand, mulch, walls, fences, or decorative paving materials).

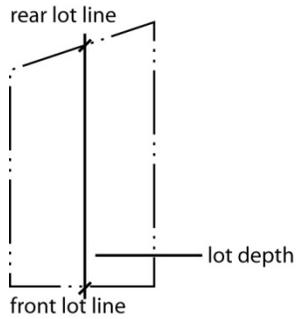
**LOT**

A building site shown on a plat of subdivision recorded with the appropriate County office and identifiable by reference to a plat of subdivision rather than by metes and bounds.

**LOT DEPTH**

The distance between the midpoint of the front lot line and the midpoint of the rear lot line.

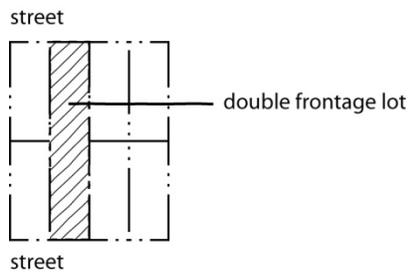
*Figure 60.2*



**LOT, DOUBLE-FRONTAGE**

A lot other than a corner lot having frontage on two (2) or more streets (also known as a “through lot”) For purposes of this definition, an alley shall not be considered a street.

*Figure 60.3*



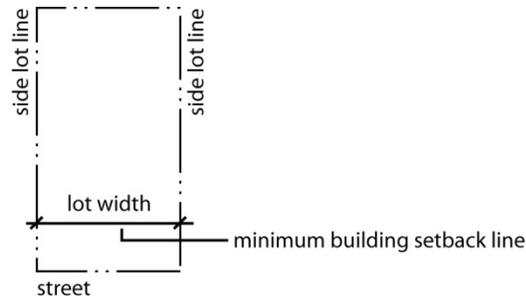
**LOT LINE**

A boundary line of a lot.

**LOT WIDTH**

The distance on a horizontal plane between the side lot lines of a lot, measured at right angles to the line establishing the lot depth at the minimum building setback line as established for each tract.

*Figure 60.4*



**60-07 TERMS BEGINNING WITH M OR N**

**MINOR WAIVER OR MODIFICATION**

A request to deviate from any of the subdivision application submittal requirements of this ordinance.

**MINOR SUBDIVISION**

Any subdivision containing not more than five (5) lots not involving any new streets, or extension of municipal facilities; and not adversely affecting the development of the remainder of the parcel or adjoining property; and not in conflict with any provision or portion of the *Will County Land Resource Management Plan* or any functional element thereof, Will County, subdivision ordinance, or official map relating thereto.

**MULCH**

Nonliving organic and synthetic materials customarily used in landscape design to retard erosion and retain moisture.

**NATURAL PRESERVE**

A contiguous area within or adjacent to a subdivision in which native plants are maintained or planted, non-native plants are removed, and a maintenance plan and approved funding mechanism is in place for perpetual maintenance of the area.

**NEIGHBORHOOD POOL**

A man made body of water with a capacity of one-hundred (100) people with a variety of depths, a slide and a diving board for recreational swimming purposes. A concrete walkway of a minimum of ten (10) feet in width must surround the entire pool.

**NEIGHBORHOOD SPLASH PAD**

A concrete surface with water jets shooting from one or more sides in summer in order to provide recreational relief for a minimum of twenty (20) children.

**60-08 TERMS BEGINNING WITH O OR P****OPEN SPACE**

An area that is intended to provide light and air and may include, but is not limited to, meadows, wooded areas, floodplains, wetlands, and grassed or planted waterways, and that is restricted from further development by appropriate easements or deed restrictions.

**OPEN SPACE (PRIVATE)**

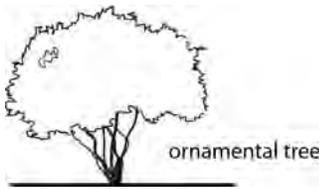
An area labeled as private on a plat of subdivision that is intended to provide light and air and may include, but is not limited to, meadows, wooded areas, floodplains, wetlands, and grassed or planted waterways, and that is restricted from further development by appropriate easements or deed restrictions.

**OPEN SPACE (PUBLIC)**

An area labeled as public on a plat of subdivision that is intended to provide light and air and may include, but is not limited to, meadows, wooded areas, floodplains, wetlands, and grassed or planted waterways, and that is restricted from further development by appropriate easements or deed restrictions.

**ORNAMENTAL TREE**

A deciduous tree planted primarily for its ornamental value or for screening purposes; tends to be smaller at maturity than a shade tree.

*Figure 60.5***OUTLOT**

A platted lot which is intended as open space or other use that is held in common ownership by a property owners association or which is transferred to a public agency or utility.

**PATHWAYS**

May be paved or unpaved, and is physically separated from motorized vehicular traffic by an open space or barrier and is either within the highway right-of-way or within an independent tract, or easement. Multi-use path activities may include walking, hiking, jogging, horseback riding, bicycling, and roller skating.

**PARCEL**

A lot, tract, or any other piece of land.

**PAVILION**

A structure found in a common open space area that utilizes a solid floor of concrete material and has a sheltered roof. The structure must provide electrical connections for neighborhood gatherings and be able to accommodate two hundred 200 people seated.

**PLANNED UNIT DEVELOPMENT**

A tract of land developed under the planned development procedure of the *Will County Zoning Ordinance* (Section 15).

**PLAT**

A subdivision as it is represented as a formal document by drawing and writing.

**PLAT COMMITTEE**

The committee of the Will County Board that has primary authority for reviewing and taking action on subdivision plat applications.

**60-09 TERMS BEGINNING WITH S OR T****SCREENING**

Decorative fencing or evergreen vegetation maintained for the purpose of concealing from view the area behind such fencing or evergreen vegetation.

**SHADE TREE**

Usually a deciduous tree - rarely an evergreen - planted primarily for its high crown of foliage or overhead canopy.

Figure 60.6

**SHRUB**

A woody plant, smaller than a tree, consisting of several small stems from the ground or small branches near the ground; may be deciduous or evergreen.

Figure 60.7

**SITE DEVELOPMENT PLAN FOR PERMIT**

A plan prepared by an Illinois Registered Professional Engineer that shows the method, control, and implementation of erosion measures, storm runoff, and/or grading of lands for the construction of improvements and shall be in compliance with the *Will County Zoning Ordinance* (see Section 9 of the *Will County Zoning Ordinance*).

**SPECIAL FLOOD HAZARD AREA (SFHA)**

Any base flood area subject to flooding from a river, creek, intermittent stream, ditch, or any other identified channel or ponding, and shown on a Flood Hazard Boundary Map or Flood Insurance Rate Map as Zone A, A0, A1-30, AE, A99, or AH with existing elevations less than the BFE (base flood elevation).

**SPECIAL USE**

A specific use of land or building, or both, subject to special provisions and that because of its unique characteristics cannot be properly classified as a permitted use under the *Will County Zoning Ordinance*.

**STREET**

An area that primarily serves or is intended to serve as a vehicular and pedestrian access for the public to abutting land or to other streets. The word "street" refers to the width of the street right-of-way or easement, and will not be considered as the width of the roadway or paving or other improvement on the street right-of-way. The term "street" includes the following commonly used terms "avenue," "road," "drive," "circle," "lane," "boulevard," or "way."

**STREET, PRIVATE**

An area that primarily serves or is intended to serve as a vehicular and pedestrian access to abutting land or to other streets that is not and will not be dedicated to public use and that is owned and maintained by the property owners who use it.

**SUBDIVIDER (SAME AS "DEVELOPER")**

The owner, or any other person, firm or corporation, authorized by the owner, undertaking proceedings under the provisions of these regulations for the purpose of subdividing land.

**SUBDIVISION**

The division of a parcel of land into two (2) or more parts, any one of which is less than five (5) acres in area, for the purpose of transfer of ownership or possession, or building development, or any division of land where new easement of access or a new street is created. The term includes any division of land that attempts to avoid the requirements of this subdivision ordinance. Where appropriate to the context, the term shall relate to the process of both subdivision and the development of land, to the land subdivided and/or developed, and shall include a resubdivision.

The following shall not be considered a subdivision and shall be exempt from the requirements of this Ordinance:

- The division or subdivision of land into parcels or tracts of five (5) acres or more in area that does not involve any new streets or easements of access;
- The division of lots or blocks of less than one (1) acre in any recorded subdivision that does not involve any new streets or easements of access;
- The sale or exchange of parcels of land between owners of adjoining and contiguous land;
- The conveyance of parcels of land or interests therein for use as a right-of-way for railroads or other public utility facilities and other pipe lines that does not involve any new streets or access easements;
- The conveyance of land owned by a railroad or other public utility that does not involve any new streets or easements of access;
- The conveyance of land for highway or other public purposes or grants or conveyances relating to the dedication of land for public use or instruments relating to the vacation of land impressed with a public use;
- Conveyances made to correct descriptions in prior conveyances;
- The sale or exchange of parcels or tracts of land following the division into no more than two (2) parts of a particular parcel or tract of land existing on July 17, 1959 and not involving any new streets or easements of access; and
- The sale of a single lot of less than five (5) acres from a larger tract when a survey is made by an Illinois Registered Land Surveyor; provided, that this exemption does not apply to the sale of any subsequent lots from the same larger tract of land, as determined by the dimensions and configuration of the larger tract on October 1, 1973, and provided also that this exemption does not invalidate any local requirements applicable to the subdivision of land.

**TRAIL**

A way designed for and used by equestrians, pedestrians, and cyclists using non-motorized bicycles.

**TRAIL (PRIVATE)**

A way designed for and used by equestrians, pedestrians, and cyclists using non-motorized bicycles designated as private on the plat of subdivision.

**TRAIL (PUBLIC)**

A way designed for and used by equestrians, pedestrians, and cyclists using non-motorized bicycles designated as public on the plat of subdivision.

**TREE**

A large, woody plant having one of several self-supporting stems or trunks and numerous branches. May be classified as deciduous or evergreen.

**TURNAROUND**

An area at the closed end of a dead-end street or cul-de-sac within which vehicles may reverse their direction without any backing up.

**60-10 TERMS BEGINNING WITH U OR V**

**UNDERSTORY**

Assemblages of natural low-level woody, herbaceous, and ground cover species that exist in the area below the canopy of the trees.

**60-11 TERMS BEGINNING WITH W OR X**

**WETLAND**

Areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

**WETLAND, REGULATED**

A wetland that is subject to development restrictions imposed by any government agency, including Will County.

**WETLAND BUFFER**

An area of undisturbed natural vegetation located adjacent to the perimeter of wetlands.

**WOODLAND, MATURE**

An area of trees and vegetation having a contiguous tree canopy area of at least one (1) acre and in which at least 33% of the tree canopy area is comprised of healthy deciduous trees that have a diameter at breast height (DBH) of ten (10) inches or more.

**60-12 TERMS BEGINNING WITH Y OR Z**

## **155-15 Nonconformities**

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### **155-15.10 General**

#### **155-15.10-A. Scope**

The regulations of this article govern nonconformities, which are lots, uses and structures that were lawfully established but—because of the adoption of new or amended regulations—no longer comply with one or more requirements of this zoning ordinance.

#### **155-15.10-B. Intent**

Occasionally, lots, uses, and structures that were lawfully established (i.e., in compliance with all regulations in effect at the time of their establishment) have been made nonconforming because of changes in the zoning regulations that apply to the subject property (e.g., through zoning map amendments or amendments to the text of this zoning ordinance). The regulations of this article are intended to clarify the effect of such nonconforming status and avoid confusion with “illegal” buildings and uses (those established in violation of applicable zoning regulations). The regulations of this article are also intended to:

1. Recognize the interests of landowners in continuing to use their property for uses and activities that were lawfully established;
2. Promote maintenance, reuse and rehabilitation of existing buildings; and
3. Place reasonable limits on nonconformities that have the potential to adversely affect surrounding properties.

#### **155-15.10-C. Authority to Continue**

Any nonconformity that existed on the effective date specified in Sec. [155-1.20](#) or any situation that becomes nonconforming upon adoption of any amendment to this zoning ordinance may be continued in accordance with the regulations of this article unless otherwise expressly stated.

#### **155-15.10-D. Determination of Nonconformity Status**

1. The burden of proving that a nonconformity exists (as opposed to a violation of this zoning ordinance) rests entirely with the subject owner.
2. The zoning administrator is authorized to determine whether adequate proof of nonconforming status has been provided by the subject owner.

3. Building permits, zoning certificates, lawfully recorded plats, aerial photography owned by the county and other official government records that indicate lawful establishment of the use, lot or structure constitute conclusive evidence of nonconforming status. If such forms of conclusive evidence are not available, the zoning administrator is authorized to consider whether other forms of evidence provided by the applicant are reliable and adequate to document nonconforming status. Common examples of evidence that may be determined to be reliable and adequate include:
  - a. Professional registrations or business licenses;
  - b. Utility billing records;
  - c. Rent records;
  - d. Advertisements in dated publications;
  - e. Listings in telephone or business directories; and
  - f. Notarized affidavits affirming the date of lawful establishment of the use, lot or structure.
4. The zoning administrator's determination of nonconforming status must be supported by written findings. Appeals of the zoning administrator's determination may be appealed in accordance with Sec. [155-16.100](#).

**155-15.10-E. Repairs and Maintenance**

1. Nonconformities must be maintained to be safe and in good repair.
2. Repairs and normal maintenance necessary to keep a nonconformity in sound condition are permitted unless the work increases the extent of the nonconformity or is otherwise expressly prohibited by this zoning ordinance.
3. Nothing in this article is intended to prevent nonconformities from being structurally strengthened or restored to a safe condition in accordance with an order from a duly authorized order of a public official.

**155-15.10-F. Replacement Values**

1. Except as otherwise expressly stated, replacement value for all structures is deemed to be 3 times the equalized assessed valuation of the improvement (based upon information obtained from the Will County Supervisor of Assessments or Township Assessor) for the tax year in which the loss occurred, unless the applicant provides replacement valuation data prepared by a certified appraiser.
2. For structures eligible for agricultural exempt status under Sec. [155-1.50-A.1](#) and in instances in which valuation data is not available from the Will County Supervisor of Assessments or Township Assessor, the zoning administrator is authorized to use building permit records, contractor esti-

mates, or other information deemed by the zoning administrator to be reliable and reflective of actual replacement costs.

**155-15.10-G. Change of Tenancy or Ownership**

Nonconforming status runs with the land and is not affected by changes of tenancy, ownership, or management.

**155-15.20 Nonconforming Lots**

**155-15.20-A. Description**

A nonconforming lot is a lot that was lawfully created in accordance with lot area and lot frontage regulations in effect at the time of the lot's establishment but that does not comply with currently applicable lot area or lot frontage regulations.

**155-15.20-B. Use of and Building on Nonconforming Lots**

Zoning certificates and building permits may be issued for any principal or accessory uses and structures allowed in the subject zoning district without bringing the nonconforming lot into compliance with the lot area or lot frontage standards of the subject zoning district.

**155-15.20-C. Lot and Building Standards**

1. Development on all nonconforming lots must comply with the lot and building standards of the subject zoning district except as expressly stated in Sec. [155-15.20-B](#).
2. Nonconforming lots may not be adjusted in size or shape to increase the extent of nonconformity for lot area lot frontage, setback or other applicable lot and building standards. Lot area or shape adjustments that decrease the extent of nonconformity are allowed.

**155-15.20-D. Merger of Contiguous Lots**

When 2 or more contiguous nonconforming lots are held in common ownership and one or more of the lots is not occupied by a principal use, the lots will be deemed a single zoning lot and must be used as a single lot in order to meet or come closer to meeting applicable lot area and lot frontage requirements.

**155-15.20-E. Effect of Public Acquisition**

If a portion of a lawfully established lot is acquired by a public agency, the remainder of the lot is deemed to be a conforming lot.

**155-15.30 Nonconforming Uses**

**155-15.30-A. Description**

A nonconforming use is a land use that was lawfully established in accordance with all zoning regulations in effect at the time of its establishment but that is no longer allowed by the use regulations of the zoning district in which the use is now located. Lawfully established uses that do not comply with any applicable separation (or spacing) distance requirements (e.g., those that require one land use to be located a certain minimum distance from another land use) are also deemed nonconforming uses.

**155-15.30-B. Change of Use**

A nonconforming use may be changed to any other use that is allowed in the subject zoning district. Once changed to a conforming use, a nonconforming use may not be re-established.

**155-15.30-C. Expansion of Use**

1. Except as otherwise expressly stated, a nonconforming use may be expanded into another part of the same building as that building existed on the date that the use became nonconforming, provided that the zoning administrator determines such expansion:
  - a. Will not result in a violation of off-street parking or loading requirements; and
  - b. That no floor area is being added to the building to accommodate the use expansion.
2. Nonconforming open-air uses may not be expanded beyond the area occupied by the use at the time it became nonconforming.
3. Expansion for the sole purpose of complying with off-street parking standards of this zoning ordinance is not considered expansion of a nonconforming use.

**155-15.30-D. Remodeling and Improvements**

A building in which a nonconforming use is located may be remodeled or otherwise improved as long as the remodeling or improvements do not violate the other regulations of this article.

**155-15.30-E. Moving**

A nonconforming use may be moved in whole or in part to another location on the same lot only if the movement or relocation does not increase the extent of the nonconformity. A nonconforming use may be moved to another lot only if the use is allowed under the zoning regulations that apply to that (relocation) lot.

**155-15.30-F. Loss of Nonconforming Status**

**I. Abandonment**

- a. Once a nonconforming use is abandoned, its nonconforming status is lost and any new, replacement use must comply with the regulations of the zoning district in which it is located.
- b. A nonconforming use is presumed abandoned when the use is discontinued or ceases for a continuous period of one year or more.
- c. The presumption of abandonment may be rebutted upon showing, to the satisfaction of the zoning administrator, that during such period the owner of the land or structure has been:
  - (I) Maintaining the land and structure in accordance with all applicable county requirements and did not intend to discontinue the use;

- (2) Actively and continuously marketing the land or structure for sale or lease for that particular nonconforming use; or
  - (3) Engaged in other activities that affirmatively prove there was not intent to abandon.
- d. Any period of discontinued use caused by government action, unintended fire or natural disaster will not be counted in calculating the length of discontinuance.
  - e. No court decreed land use will be considered to have been abandoned due to discontinuance.
- 2. Change to Conforming Use**  
If a nonconforming use is changed to a conforming use, no matter how short the period of time, all nonconforming use rights are lost and re-establishment of the nonconforming use is prohibited.
- 3. Accidental Damage or Destruction**  
When a building containing a nonconforming use is accidentally destroyed or damaged by causes that are not within the control of the property owner or tenant, the building may be restored or repaired, provided that no new nonconformities are created and that the existing extent of nonconformity is not increased. A building permit to reconstruct a destroyed or damaged structure must be obtained within 18 months of the date of occurrence of such damage.
- 4. Intentional Destruction**  
When a building containing a nonconforming use is intentionally damaged or destroyed by causes within the control of the owner and the extent of damage or destruction is more than 50% of the replacement cost of the structure, the use may not be reestablished except in compliance with all regulations applicable to the zoning district in which it is located.

**155-15.30-G. Continued Farming of Rezoned Land**

The nonconforming use provisions of this section are not intended and will not be interpreted to prohibit continued agricultural use on vacant land that has been rezoned for residential, commercial, industrial or other purposes. This provision is intended to clarify that previously established agricultural uses may continue on property that has been rezoned prior to the time that the property is actually developed.

**155-15.30-H. Accessory Uses**

No use that is accessory to a principal nonconforming use may continue after the principal nonconforming use has ceased.

**155-15.30-I. Conversion to Special Use**

A nonconforming use may be converted to a special use by the granting of a special use permit, in accordance with the special use permit procedures of Sec. [155-16.40](#). This conversion may occur only when it is shown that the nonconforming use is providing a particular service to the

residents of Will County and that the use is not detrimental to the county as a whole or to surrounding properties.

## **155-15.40 Nonconforming Structures**

### **155-15.40-A. Description**

A nonconforming structure is any building or structure that was lawfully established but no longer complies with the lot and building standards of the zoning district in which it is located. Signs that do not comply with the sign regulations of Article [155-13](#) are also subject to the nonconforming structure regulations of this zoning ordinance.

### **155-15.40-B. Use**

A nonconforming structure may be used for any use allowed in the zoning district in which the structure is located.

### **155-15.40-C. Swimming Pools**

Any swimming pool constructed on or before April 10, 2009, and not located in floodplain, wetland or any recorded easement, that does not comply with setback and separation requirements of Sec. [155-10.10-F](#) is considered a nonconforming structure.

### **155-15.40-D. Alterations and Expansions**

Alterations, including enlargements and expansions, are permitted if the proposed alteration or expansion complies with all applicable lot and building standards and does not increase the extent of the nonconformity. A building with a nonconforming street setback, for example, may be expanded to the rear as long as the rear expansion complies with applicable rear setback standards and all other applicable lot and building standards. On the other hand, a multi-dwelling building that is nonconforming with regard to density (i.e., contains more dwelling units than allowed by the underlying zoning) may not be expanded to add additional dwelling units.

### **155-15.40-E. Moving**

A nonconforming structure may be moved in whole or in part to another location only if the movement or relocation does not increase the extent of the nonconformity. This provision is not intended to prohibit elevation of a nonconforming structure for the purpose of floodproofing or repair.

### **155-15.40-F. Loss of Nonconforming Status**

#### **I. Accidental Damage or Destruction**

If a nonconforming sign is accidentally destroyed or damaged to the extent of more than 50% of the replacement cost of the sign, it may not be reestablished except in compliance with all regulations applicable to the zoning district in which it is located. When a nonconforming structure other than a sign is accidentally destroyed or damaged by causes that are not within the control of the owner, the structure may be restored or repaired, provided that no new nonconformities are created and that the existing extent of nonconformity is not increased. A building permit to reconstruct a de-

stroyed or damaged structure must be obtained within 18 months of the date of occurrence of such damage.

**2. Intentional Damage or Destruction**

When a nonconforming structure is intentionally destroyed or damaged by causes within the control of the owner and the extent of damage or destruction is more than 50% of the replacement cost of the structure, the use may not be reestablished except in compliance with all regulations applicable to the zoning district in which it is located. This provision does not apply to agriculturally exempt structures, as identified in Sec. [155-1.50-A](#).

**3. Damage or Destruction After Right-of-Way Acquisition**

If a structure is rendered nonconforming or made more nonconforming by a public agency's acquisition of right-of-way and the structure is subsequently damaged or destroyed by any means, the structure may be reestablished, provided that no new nonconformities are created and that the existing extent of nonconformity is not increased. A building permit to reconstruct a destroyed or damaged structure must be obtained within 18 months of the date of occurrence of such damage.

**4. Water Resource Ordinance**

Compliance with the Water Resource Ordinance is required for all structures, including structures that are identified as agriculturally exempt.

**155-15.40-G. Conversion to Special Use**

A nonconforming structure may be converted to a special use by the granting of a special use permit, in accordance with the special use permit procedures of Sec. [155-16.40](#). This conversion may occur only when it is shown that the nonconforming structure is providing a particular service to the residents of Will County and that the use is not detrimental to the county as a whole or to surrounding properties.

**155-15.40-H. Conversion of Nonconforming Advertising Signs to Dynamic Displays**

Alterations, modifications or conversions of a nonconforming advertising sign to incorporate a dynamic display are prohibited unless the advertising sign is brought into full compliance with all applicable regulations of this zoning ordinance.

**155-15.50 Nonconforming Development Features**

**155-15.50-A. Description**

A nonconforming development feature is any aspect of a development—other than a nonconforming lot, nonconforming use, nonconforming structure or nonconforming sign—that was lawfully established, in accordance with zoning regulations in effect at the time of its establishment but that no longer complies with one or more standards of this zoning ordinance. Common examples of nonconforming development features are off-street parking or loading areas that contain fewer spaces than required by current standards or otherwise do not comply with applicable regulations, and sites that do not comply with current landscaping and screening requirements.

**155-15.50-B. General**

Nonconforming development features may remain except as otherwise expressly stated in this zoning ordinance, but the nature and extent of nonconforming site features may not be increased except as otherwise expressly stated in this zoning ordinance.

**155-15.60 Nonconforming Signs**

Nonconforming signs are considered nonconforming structures and are regulated in accordance with the provisions of Sec. [155-15.40](#) and all applicable sign regulations of Article [155-13](#).



# Floodplain BLDG Prmt

Friday, May 24, 2013

10:45:54 AM

Township	Subm Date	OWNER_Name	PIN	Project Name	RvwENG	Development Type	Floodplain	Owner Address	Owner City	Owner State	Owner Phone
<b>Channahon</b>											
	9/25/2012	Flint hills resources	0410102000020000	chemical manufacturaing		Non-Residential	Yes	23425 Amoco Rd.	Channahon	IL	
	3/21/2012		0410221000660000	Industrial		Non-Residential	Yes				
	5/10/2012		0410221000060000	Industrial		Non-Residential	Yes				
	6/14/2012		0410221000060000	Temp Office trailers		Non-Residential	Yes				
	5/25/2012		0410213000020000	Commercial		Non-Residential	Yes				
	3/19/2012		0410021000140000	Industrial Truck scale		Non-Residential	Yes				
	8/1/2012		0410072010240000	InGround Pool		Residential	Yes				
	9/5/2012		0410292000030000	Industrial Pole Bldg		Non-Residential	Yes				
	6/8/2012		0410341000050000	Cellular Upgrade		Non-Residential	Yes				
	11/18/2011		0410064000030000	residential		Residential	Yes				
	9/7/2012		0410192000180000	Celluar Upgrade		Non-Residential	Yes				
	11/2/2012		0410213000020000	Commercial		Non-Residential	Yes				
	5/31/2012		0410212000050000	Commercial		Non-Residential	Yes				
<b>Crete</b>											
	6/15/2012		2315103050050000	Equipment Upgrade		Non-Residential	Yes				
	8/2/2012	SAM HOSSIN	2316191010160000	WATER HEATER		Residential	Yes	2502 E. VAN DRUNER	CRETE	IL	(630) 615-7000
	10/23/2012		2316071030080000	Deck		Residential	Yes				
	4/27/2012	SYLIVA COCCO	2316194010030000	POLE BUILDING	AB	Residential	Yes	2919 WATERTOWER	CRETE	IL	(708) 704-3888
	6/8/2012	LARRY BELLAR	2315131000140000	POLE BUILDING	AB	Ag	Yes	1818 E. BURRVILLE ROAD	CRETE	IL	(219) 406-5899
	1/31/2012	KEITH CASEY	2316301010040000	WEATHERIZATION	AB	Residential	Yes	26506 S. KLEMME RD.	CRETE	IL	(219) 242-5314
<b>Dupage</b>											
	2/15/2012		1202352000080000	Industrial Bldg		Non-Residential	Yes				
<b>Florence</b>											
	7/27/2012		0918214000080000	Commercial		Non-Residential	Yes				
	10/1/2012	THOMAS SPANGLER	0918232000040000	POLE BUILDING	AB	Ag	Yes	17930 W. COMMERCIAL	WILMINGTON	IL	(815) 955-0551
<b>Frankfort</b>											
	6/25/2012		1909192010170000	InGround Pool		Residential	Yes				
	4/4/2012	JASON FEIL	1909201000040000	POLE BUILDING	AB	Residential	Yes	20752 BRIARWOOD LN	MOKENA	IL	(208) 215-0908
	10/5/2012		1909344000280000	residential		Residential	Yes				
	9/26/2012		1909133110070000	InGround Pool		Residential	Yes				

Township	Subm Date	OWNER_Name	PIN	Project Name	RvwENG	Development Type	Floodplain	Owner Address	Owner City	Owner State	Owner Phone
<b>Green Garden</b>	8/3/2012		1909141000070000	Cellular Tower		Non-Residential	Yes				
	9/17/2012		1909064030110000	detached garage		Residential	Yes				
	8/6/2012		1909141000150000	residential		Residential	Yes				
	5/17/2011		1909324000240000	Commercial Buildout		Non-Residential	Yes				
	6/6/2012		1909123010420000	Electrical Upgrade		Residential	Yes				
	11/23/2011		1813221000150000	Commercial		Non-Residential	Yes				
	12/5/2012	timothy M. Banks	1813192000140000	deck	NR	Residential	Yes	85 partridge ln	Beecher	IL	(708) 567-6876
	10/16/2012	Frank Heckanast	1813192000140000	Storage Squares	NR	Non-Residential	Yes	11349 W. Manhattan-Monee Road	Monee	IL	(708) 878-0676
	3/9/2012	KELLY PAWLOWSKI	1813273000200000	GARAGE REMODEL	AB	Residential	Yes	9520 PAULING RD	MONEE	IL	(815) 464-0585
	8/10/2012	ROGER CLOUSING	1813114000200000	POLE BUILDING	AB	Ag	Yes	8160 W. DRALLE RD	FRANKFORT	IL	(815) 464-1262
3/29/2012	JENNY LINKO	1813251000180000	POLE BUILDING	AB	Ag	Yes	26425 S. 80TH AVE	MONEE	IL	(708) 878-1907	
<b>Homer</b>	4/9/2012		1605211030050000	Damage Repair		Residential	Yes				
	11/7/2012		1605011280110000	residential remodel		Residential	Yes				
	10/26/2012		1605083000340000	Commercial		Non-Residential	Yes				
	4/5/2012		1605083000340000	Commercial		Non-Residential	Yes				
	7/23/2012		3007272010130000	InGround Pool		Residential	Yes				
<b>Joliet</b>	9/19/2012		3007113210030000	residential remodel		Residential	Yes				
	4/9/2012		3007223000170000	Commercial Roof		Non-Residential	Yes				
	3/28/2011		3007154130200000	remodeling		Non-Residential	Yes				
	6/18/2012		3007253010040000	Equipment Upgrade		Non-Residential	Yes				
	7/18/2012	Port of Will County	3007302010080000	Batch plant		Non-Residential	Yes	1955 Patterson Rd	joliet	IL	
	4/18/2012	RIGOBERTO ULLOA	3007012000010000	POLE BUILDING	AB	Ag	Yes	17151 ROSALIND ST.	JOLIET	IL	(815) 391-4177
	7/13/2012	LEONARD ROBINSON	3007223030240000	WATER HEATER		Residential	Yes	311 SUGAR VALLEY RD	JOLIET	IL	(815) 723-0830
	7/2/2012	ANGELO GRASSANO	3007113180020000	WEATHERIZATION	AB	Residential	Yes	108 PAGE AVE.	JOLIET	IL	(708) 331-6540
	4/21/2011	TADEUSZ REBIDAS	1104121020180000	POLE BUILDING		Ag	Yes	14623 S. HIGH RD.	LOCKPORT	IL	(630) 243-1069
	8/24/2012		1104133080250000	detached garage		Residential	Yes				
9/30/2011		1104342070310000	Industrial		Non-Residential	Yes					

Township	Subm Date	OWNER_Name	PIN	Project Name	RvwENG	Development Type	Floodplain	Owner Address	Owner City	Owner State	Owner Phone	
<b>Manhattan</b>	9/10/2012		1104353360050000	residential		Residential	Yes					
	5/4/2012		1104284000040000	Commercial Generator		Non-Residential	Yes					
	5/4/2012		1104252000320000	Commercial Roofing		Non-Residential	Yes					
	7/13/2012	JOHN STOKLOSA	1104133070100000	REMODEL	AB	Residential	Yes	1016 MCCAMERON	LOCKPORT	IL	(708) 280-3723	
	5/14/2012		1412081000060000	Tear Off & Re-Roof		Residential	Yes					
	6/19/2012	ROBERTH ROTH	1412122030040000	INTERIOR REMODEL	AB	Residential	Yes	12047 HEATHER GLEN	MANHATTAN	IL	(708) 308-0708	
	6/8/2012		1412174030120000	Cellular Upgrade		Non-Residential	Yes					
<b>Monee</b>	6/27/2012		2114331010090000	Foundation Repair		Residential	Yes					
	3/29/2012		1508093070460000	shed		Residential	Yes					
<b>New Lenox</b>	4/2/2012	JEFF RAGSDALE	1508093060210000	POLE BUILDING	AB	Residential	Yes	452 W. FRANCIS RD.	NEW LENOX	IL	(815) 735-1653	
	11/22/2011	ROBERT POLICH	1508142270130000	BATH REMODEL	AB	Residential	Yes	1921 ASHINGTON CT.	NEW LENOX	IL	(708) 205-5849	
	6/26/2012		1508161010030000	Deck		Residential	Yes					
	6/8/2012		1508053000160000	Cellular Upgrade		Non-Residential	Yes					
	8/7/2012	ALEX BROUWER	1508161010290000	INTERIOR REMODEL	AB	Residential	Yes	1137 N. VINE ST.	NEW LENOX	IL	(815) 791-0907	
	4/24/2012		1508364000050000	shed		Residential	Yes					
	4/4/2012		1508334000110000	InGround Pool		Residential	Yes					
<b>Peotone</b>	5/10/2012		1720274000040000	Cell Tower		Non-Residential	Yes					
	5/16/2012		1720021000140000	shed		Residential	Yes					
<b>Plainfield</b>	6/18/2012		0603133000040000	Equipment Upgrade		Non-Residential	Yes					
	2/9/2012		0603113000060000	Industrial		Non-Residential	Yes					
	12/12/2012	COREY LORIMER	0603013020490000	WATER HEATER		Residential	Yes	22209 W. NORWICH CT.	PLAINFIELD	IL	(815) 452-2100	
	2/16/2012	SUSAN DEAN	0603202000070000	BASEMENT REMODEL	AB	Residential	Yes	16010 S. RIVER RD.	PLAINFIELD	IL	(815) 782-8226	
	10/3/2012		0603202000060000	Fire Damage		Residential	Yes					
	7/31/2012		0603344000260000	shed		Residential	Yes					
	3/26/2012		0603252060140000	Deck		Residential	Yes					
	10/16/2012		0603202000150000	residential remodel		Residential	Yes					
	<b>Troy</b>	1/26/2012		0506334000160000	Commercial		Non-Residential	Yes				

Township	Subm Date	OWNER_Name	PIN	Project Name	RvwENG	Development Type	Floodplain	Owner Address	Owner City	Owner State	Owner Phone
<b>Washington</b>	5/8/2012		0506113000570000	Commercial Remodel		Non-Residential	Yes				
	6/18/2012	DONALD HILDEBRANDT	0506331090230000	WATER HEATER		Residential	Yes	22543 S. Merlin Court	Shorewood	IL	
<b>Wesley</b>	6/1/2012		2222342000110000	residential		Residential	Yes				
	7/18/2012	JANET GURITZ	2222273000110000	POLE BARN REMODEL	AB	Ag	Yes	150 E. KENTUCKY RD	BEECHER	IL	(815) 465-6354
<b>Wheatland</b>	4/13/2012		0824132150020000	residential		Residential	Yes				
	5/23/2012		0701104010280000	shed		Residential	Yes				
<b>Wilmington</b>	2/3/2012	STACY NOTESTINE	0701104070250000	BATHROOM REMODEL	AB	Residential	Yes	11 S. 604 WALTER LANE	NAPERVILLE	IL	(630) 881-4170
	1/5/2012		0701034010140000	water heater		Residential	Yes	10 S 455 Whittington	Naperville	IL	(630) 369-5466
	4/25/2012		0701231010040000	Restore Outdoor Air Museum		Non-Residential	Yes				
	8/28/2012		0701271010330000	Electric Service		Residential	Yes				
	11/14/2012		0701192000100000	Storage Shed		Residential	Yes				
	11/14/2011		0701192000100000	Commercial		Non-Residential	Yes				
	6/12/2012		0701344010170000	Damage Repair		Residential	Yes				
	4/24/2012		0701271010090000	Cellular Equipment Upgrade		Non-Residential	Yes				
	4/25/2012	Roberta Peterson	0701104010070000	Water Heater/ Water Filter		Residential	Yes	29W106 103RD Street	Naperville	IL	(630) 881-4467
	6/18/2012		0701133000030000	Electrical Upgrade		Residential	Yes				
	5/15/2012		0701343030310000	InGround Pool		Residential	Yes				
	4/26/2012	Tom Spangler	0317224000190000	water service		Residential	Yes	23442 Widows Rd	Wilmington	IL	(815) 774-0836
	5/22/2012	Midwest capital	0317063030011051	bathroom remodel		Residential	Yes	28474 Bluefin	Wilmington	IL	(815) 722-1389
	<b>Wilton</b>	4/5/2012		0317063030010000	Damage Repair		Residential	Yes			
3/27/2012			0317064000030000	Damage Repair		Residential	Yes				
1/25/2012		JACK HEBNER	0317063030011071	PORCH	AB	Residential	Yes	26024 MARLIN DRIVE	WILMINGTON	IL	(815) 735-1705
4/24/2012			0317124000090000	Commercial		Non-Residential	Yes				
10/19/2012			1319011000160000	InGround Pool		Residential	Yes				
1/19/2012	JAMIE GALARDI	1319094000240000	POLE BUILDING		Ag	Yes	14528 W. ARSENAL RD	MANHATTAN	IL	(708) 243-8500	
7/21/2009		1319094000240000	InGround Pool		Residential	Yes					

Township	Subm Date	OWNER_Name	PIN	Project Name	RvwENG	Development Type	Floodplain	Owner Address	Owner City	Owner State	Owner Phone
	7/21/2009		1319094000240000	three season room		Residential	Yes				
	3/29/2012		1319213000010000	Cellular		Non-Residential	Yes				

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# Floodplain BLDG Prmt

Friday, May 24, 2013

10:43:59 AM

Township	Subm Date	OWNER_Name	PIN	Project Name	RvwENG	Development Type	Floodplain	Owner Address	Owner City	Owner State	Owner Phone
<b>Channahon</b>											
	5/13/2013	Norman Teague	0410064010060000	Re-Roof		Residential	Yes	23800 Hickory	Minooka	IL	
	3/22/2013	Flint Hills Resources	0410102000020000	RC2 Field House	NR	Non-Residential	Yes	P.O. Box 941	Joliet	IL	(815) 467-3325
	4/12/2013	Exxon Mobil Refinery	0410221000060010	Crude Unit Operator Shelter	NR	Non-Residential	Yes	2174 Oneida Street	Joliet	IL	(815) 456-3385
	3/22/2013	Flint Hills Resources	0410102000020000	RC1 Field House	NR	Non-Residential	Yes	P.O. Box 941	Joliet	IL	(815) 467-3325
<b>Custer</b>											
	4/11/2013	Lou Ketz	0124123000140000		ab	Ag	Yes	34025 W. River Rd	Wilmington	IL	(815) 325-3786
<b>Frankfort</b>											
	4/26/2013	Krzysztof Lizak	1909123050240000	Deck and Door	AB	Residential	Yes	7913 W. Carrie Ct.	Frankfort	IL	(708) 307-7646
	5/8/2013	Brian Cooney	1909234010090000	REPLACE POOL	AB	Residential	Yes	21221 River Rd.	Frankfort	IL	(708) 906-1385
	4/5/2013	Dean Goritz	1909241070060000		ab	Residential	Yes	20744 S. Birchwood Ln.	Frankfort	IL	(815) 464-1065
<b>Green Garden</b>											
	4/4/2013	Peter Wiatr	1813092000180000		AB	Ag	Yes	24018 S. Center Rd.	Frankfort	IL	(773) 459-8016
<b>Jackson</b>											
	4/19/2013	Chris Hirmer	1011161290040000	siding	dmr	Residential	Yes	19721 W. Ash St.	Elwood	IL	(815) 341-6812
<b>Lockport</b>											
	4/16/2013	Big Run Golf Club	1104011010070000	Replacement pump station	NR	Non-Residential	Yes	17211 W. 135th Street	Lockport	IL	(815) 838-1057
<b>Manhattan</b>											
	5/20/2013	Lonnie & Kathleen McCollum	1412304000080000	Pole Building	AB	Ag	Yes	26840 S. Gougar Rd.	Manhattan	IL	(815) 922-1166
<b>New Lenox</b>											
	4/17/2013	Mary Lovitt	1508363020190000		AB	Residential	Yes	2809 Hawkshead Dr	New Lenox	IL	(815) 320-3255
	4/4/2013	Joseph B. Drozdek	1508103000160000		AB	Residential	Yes	1359 N. Cooper	New Lenox	IL	(815) 378-8389
<b>Plainfield</b>											
	5/3/2013	Marjorie D. Lee	0603032010570000	Re-Roof	AB	Residential	Yes	23204 W. Lake Place	Plainfield	IL	(815) 436-5644
	4/17/2013	Vulcan Lands	0603113000060000	Upgrading equipment on cell tower	NR	Non-Residential	Yes	2210 Midwest Road, Suite 213	Oak Brook	IL	(773) 550-6221
<b>Troy</b>											
	4/16/2013	Forest Preserve District of Will County	0506263000090000	McClintock Road Access	NR	Non-Residential	Yes	17540 Laraway Road	Joliet	IL	(815) 722-9467
<b>Washington</b>											

Township	Subm Date	OWNER_Name	PIN	Project Name	RvwENG	Development Type	Floodplain	Owner Address	Owner City	Owner State	Owner Phone
<b>Wheatland</b>	4/23/2013	Felix Barraza	2222342000100000	ag-exempt pole building	AB	Ag	Yes	474 E. Delite Rd.	Beecher	IL	(815) 999-9466
	5/7/2013	Stuart Senska	0701194050180000	Finish Basement	AB	Residential	Yes	25854 W. Kelly Court	Plainfield	IL	(630) 303-1253
	4/30/2013	Ronald L. Simon	0701104130070000	Siding	DB	Residential	Yes	29W255 Mark Drive	Naperville	IL	(630) 904-5798

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Permit #	Date Received	Reviewer	PIN	Twp	Floodplain	Company Name	Owner FName
012-01	11/22/2011	NR	070105500001000	Wheatland	Yes	EJ & E Railway	
012-02	1/26/2012	NR	190923202027000	Frankfort	No		Mike
012-03	2/27/2012	NR	091822300002000	Florence	Yes	BP Pipelines	
012-04	3/15/2012	JS		Troy		Forest Preserve	Colleen
012-05	6/16/2011	NR	050610300026000	Reed	Yes	FPDWC	Matt
012-06	3/20/2012	NR	070127300012000	Wheatland	No	Wheatland To	Todd
012-07	12/30/2011	NR	082508100008000	Wesley		Forest Preserve	Colleen
012-08	8/15/2011	NR	070108400014000	Wheatland	Yes	Forest Preserve	Matt
012-09	5/3/2012	NR	231523200006000	Crete		BP Pipeline	
012-10	5/24/2012	NR	190905200005000	Frankfort	Yes	Enbridge Energ	James
012-11	5/24/2012	NR	190910315034000	Frankfort	Yes	Enbridge Energ	James
012-12	5/21/2012	NR	070123100002000	Wheatland	Yes	Vulcan Lands, I	Jill
012-13	5/31/2012	AB	031720200020000	Wilmington	No		Donnie
012-14	4/20/2012	NR	160517100025000	Homer	No	Will County Sch	Dave
012-15	5/18/2012	NR	050634100001000	Troy	Yes	Enbridge Pipeli	James
012-16	5/31/2012	AB	141212101035000	Manhattan	No	Schuepfer Inc.	John
012-17	6/13/2012	AB	050615301002000	Troy	Yes		Patrick
012-18	5/11/2012	NR	041021300002000	Channahon	Yes	Loders Croklaa	Amy
012-19	8/16/2012	AB	131917300007000	Wilton	Yes		Brian
012-20	8/27/2012	TC	070122300015000	Wheatland	No	Galaxy Soccer C	Richard
012-21	8/28/2012	NR	300726400006000	Joliet	Yes	Joliet Junior Col	R
012-22	9/25/2012	NR	070117300002000	Wheatland	Yes	Enbridge	James
012-23	10/11/2012	NR	041010200002000	Channahon		Flint Hills	Ross
012-24	10/31/2012	NR	150828100006000	New Lenox	No	Enbridge Pipeli	James
012-25	10/23/2012	AB	181313201003000	Green Garden	No		Matthew
012-26	10/19/2012	NR	172031200004000	Will	No	Enbridge Energ	John
012-27	11/9/2012	NR	041022100006901	Channahon	Yes	ExxonMobil	David
012-28	10/16/2012	NR	181319200014000	Green Garden	Yes	Storage Square	Frank
012-29	11/19/2012	NR	050629400002000	Troy	Yes	Enbridge Energ	James
012-30	12/3/2012	NR	041002100014000	Channahon	No	BP Pipelines	Aimee

Permit #	Date Received	Reviewer	PIN	Twp	Floodplain	Company Name	Owner FName
012-31	12/4/2012	AB	141202103014000	Manhattan	No		Bobby

Permit #	Date Received	Reviewer	PIN	Twp	Floodplain	Development Type	Company Name
013-01	1/2/2013	AB	222318100017000	Washington	No	Grading	N/A
013-02	1/16/2013	NR	050619400004000	Troy	No	Pipeline	BP Pipelines
013-03	11/20/2012	NR	070108100011000	Wheatland	No	Grading	APNA Islamic F
013-04	1/28/2013	NR	070117300002000	Wheatland	No	Pipeline	Enbridge Energy
013-05	2/4/2013	AB	141211300006000	Manhattan	No	Grading	
013-06	2/8/2013	NR	070117300002000	Wheatland	No	Pipeline	Enbridge Energy
013-07	2/18/2013	NR	101113200004000	Jackson	No	Pipeline	BP Pipeline
013-08	3/12/2013	AB	150811303026000	New Lenox	No	Grading	
013-09	2/20/2013	NR	070108353011000	Wheatland	No	Grading	Hackerson Pro
013-10	3/1/2013	AB	211412400053000	Monee	No	Grading	
013-11	3/28/2013	TC	101122100017000	Jackson	No	Grading	
013-12	4/4/2013	AB	181309200018000	Green Garden	Yes	culverts	
013-13	7/12/2012	NR	110414202001000	Lockport	Yes	Grading	
013-14	3/28/2013	NR	131906300010000	Wilton	Yes	Pipeline	Enbridge
013-15	1/30/2013	NR	050626300009000	Troy	Yes	Grading	FPDWC
013-16	4/29/2013	NR	141214300001000	Manhattan	Yes	Pipeline	BP Pipelines
013-17	4/29/2013	NR	041010200002000	Channahon	Yes	Grading	Flint Hills
013-18	5/15/2013	DO	070108401003000	Wheatland	Yes	Grading	
013-19	5/17/2013	NR	050629100005000	Troy	Yes	Pipeline	Enbridge Energy
013-20	5/22/2013	AB	22229300009000	Washington	No	Pond	

## Township Summary

Permits Issued: 10/01/2012-05/17/2013; All Permit Types

Project Address	Permit #	Project	Issd	PIN#	Lot #	Subdivision	Bdg Size	Estimated Cost
<b>TOWNSHIP: FLORENCE</b>								
<b>Ag Exempt</b>								
20363 W. County Rd. Wilmington	130515-1300364	Ag Exempt	05/15/2013	18-29-300-031-0000			3600	58000.00
Count for AG EXEMPT:	1						3600	58000.00
<b>Cellular Tower</b>								
20600 W. Peotone Road Wilmington	130308-1202166	Cellular Upgrade	03/08/2013	18-20-300-016-0000			0	10000.00
Count for CELLULAR	1						0	10000.00
<b>Demolition</b>								
17221 W. Kahler Rd. Wilmington	121015-1201798	Demolition	10/15/2012	18-36-400-003-0000			0	0.00
21248 W. Kahler Road Wilmington	130213-1202106	Demolition	02/13/2013	18-31-100-009-0000			0	0.00
130936 Indian Trail Rd Wilmington	130424-1300478	Demolition	04/24/2013	18-20-400-003-0000			0	0.00
Count for DEMOLITION:	3						0	0.00
<b>Electrical Service</b>								
20363 W. County Road. Wilmington	121017-1201914	Electrical	10/17/2012	18-29-300-031-0000			0	2500.00
Count for ELECTRICAL	1						0	2500.00
<b>Electrical Upgrade</b>								
17930 W. Commercial Wilmington	121226-1202238	Electrical Upgrade	12/26/2012	18-23-200-004-0000			0	5500.00
Count for ELECTRICAL	1						0	5500.00
<b>Pole Building</b>								
17930 W. Commercial Wilmington	121018-1201801	Pole Building	10/18/2012	18-23-200-004-0000			1680	11760.00
17221 W. Kahler Rd. Wilmington	121109-1202001	Pole Building	11/09/2012	18-36-400-003-0000			1440	29000.00
Count for POLE BUILDING:	2						3120	40760.00
<b>Count for FLORENCE:</b>	<b>9</b>						6720	116760.00
<b>Total Permits:</b>	<b>9</b>						6720	116760.00

## Township Summary

Permits Issued: 10/01/2012-05/17/2013; All Permit Types

Project Address	Permit #	Project	Issd	PIN#	Lot #	Subdivision	Bdg Size	Estimated Cost
<b>TOWNSHIP: PEOTONE</b>								
<b>Addition</b>								
31327 S. 104th Ave Peotone	130111-1202208	Addition BWOP	01/11/2013	20-28-100-008-0000			453	3171.00
Count for ADDITION:	1						453	3171.00
<b>Ag Exempt</b>								
330720 S. 88th Avenue Peotone	130321-1300218	AG EXEMPT	03/21/2013	20-22-400-003-0000			0	35000.00
Count for AG EXEMPT:	1						0	35000.00
<b>Demolition</b>								
1-57 & W. County Line Manteno	130222-1300115	Demolition	02/22/2013	20-34-400-009-0000			0	0.00
34014 S. US Rte. 45 Peotone	121026-1201930	Demolition	10/26/2012	20-31-200-004-0000			0	0.00
8408 W. Wilmington Peotone	121203-1202139	Demolition	12/03/2012	20-23-300-015-0000			0	0.00
Count for DEMOLITION:	3						0	0.00
<b>Mfg Exempt</b>								
32014 S. US Rt. 45 Peotone	130405-1202235	MFG Exempt	04/05/2013	20-31-200-004-0000			0	7700000.00
Count for MFG EXEMPT:	1						0	7700000.00
<b>Roofing</b>								
11829 W. Barr Rd. Peotone	121003-1201658	Roofing	10/03/2012	20-19-100-017-0000			0	9895.50
29014 S. Ridgeland Ave. Peotone	121102-1202023	Roofing	11/02/2012	21-07-200-008-0000			0	12509.00
8228 W. Joliet Road Peotone	121204-1202162	Tear Off & Re-Roof	12/04/2012	20-11-400-006-0000			0	6850.00
28432 S. Rt. 45 Peotone	130307-1300222	Roofing	03/07/2013	20-06-401-010-0000			0	4685.00
Count for ROOFING:	4						0	33939.50
<b>Sign</b>								
28451 S. Rt. 45 Peotone	130429-1300368	Sign TAG # 1657	04/29/2013	20-05-300-013-0000			32	1150.00
Count for SIGN:	1						32	1150.00
<b>Windows</b>								
28560 Will Center Rd Monee	121213-1202209	Replace 6 Windows	12/13/2012	20-21-040-003-0000			0	3160.00
Count for WINDOWS:	1						0	3160.00
<b>Count for PEOTONE:</b>	<b>12</b>						<b>485</b>	<b>7776420.50</b>
<b>Total Permits:</b>	<b>12</b>						<b>485</b>	<b>7776420.50</b>

## Township Summary

Permits Issued: 10/01/2012-05/17/2013; All Permit Types

Project Address	Permit #	Project	Issd	PIN#	Lot #	Subdivision	Bdg Size	Estimated Cost
<b>TOWNSHIP: WASHINGTON</b>								
<b>Addition</b>								
620 W. County Line Rd. Beecher	121130-1201786	Addition	11/30/2012	22-33-300-005-0000			706	10000.00
Count for ADDITION:	1						706	10000.00
<b>Ag Exempt</b>								
29924 South Yates Ave Beecher	130125-1300011	Ag Exempt Pole Bldg w/	01/25/2013	22-13-400-006-0000			1680	46800.00
474 E. Delite Inn Rd Beecher	130510-1300476	Ag Exempt Pole Bldg	05/10/2013	22-34-200-010-0000			2800	14500.00
Count for AG EXEMPT:	2						4480	61300.00
<b>Deck</b>								
31713 Ashland Ave. Beecher	130508-1300489	Deck	05/08/2013	22-29-300-009-0000			0	23000.00
Count for DECK:	1						0	23000.00
<b>Fire Damage</b>								
31713 Ashland Ave. Beecher	130508-1300490	Fire Damage	05/08/2013	22-29-300-009-0000			0	0.00
Count for FIRE DAMAGE:	1						0	0.00
<b>Pole Building</b>								
29327 S. Klemme Road Beecher	121120-1201988	Pole Barn	11/20/2012	23-08-300-033-0000			2304	24586.00
31713 Ashland Ave. Beecher	130508-1300491	Pole Building	05/08/2013	22-29-300-009-0000			11502	37654.00
Count for POLE BUILDING:	2						13806	62240.00
<b>Remodeling</b>								
150 E. Kentucky Road Beecher	121024-1201261	Remodeling	10/24/2012	22-27-300-011-0000			0	1500.00
Count for REMODELING:	1						0	1500.00
<b>Roofing</b>								
32561 S. Ashland Ave Beecher	121023-1201955	Tear Off & Re-Roof	10/23/2012	22-32-301-001-0000			0	34075.00
2715 E. Brunswick Road Beecher	121023-1201963	Tear Off & Re-Roof	10/23/2012	23-06-300-026-0000			0	2200.00
29850 S. Cottage Grove Beecher	121217-1202214	Roofing	12/17/2012	22-14-100-018-0000			0	12090.00
28449 S. Western Beecher	130319-1300273	Roofing	03/19/2013	22-06-300-023-0000			0	14597.00
28305 S. Yates Ave Beecher	130412-1300403	Tear Off & Re-Roof	04/12/2013	23-06-300-012-0000			0	7492.81
Count for ROOFING:	5						0	70454.81
<b>Windows</b>								
29857 S. Klemme Rd. Beecher	130513-1300627	Windows	05/13/2013	23-17-100-029-0000			0	4810.00
Count for WINDOWS:	1						0	4810.00
<b>Count for WASHINGTON:</b>	<b>14</b>						<b>18992</b>	<b>233304.81</b>
<b>Total Permits:</b>	<b>14</b>						<b>18992</b>	<b>233304.81</b>

## Township Summary

Permits Issued: 10/01/2012-05/17/2013; All Permit Types

Project Address	Permit #	Project	Issd	PIN#	Lot #	Subdivision	Bdg Size	Estimated Cost
<b>TOWNSHIP: WILL</b>								
<b>Ag Exempt</b>								
32625 S. Crawford Peotone	121012-1201841	Ag Exempt Pole Bldg	10/12/2012	21-35-300-017-0000			7200	18000.00
32510 S. Egyptian Trail Peotone	121217-1201980	Ag Exempt	12/17/2012	21-32-400-022-0000			520	6259.00
Count for AG EXEMPT:	2						7720	24259.00
<b>Demolition</b>								
4708 W. County Line Grant Park	121211-1202148	Demolition	12/11/2012	21-34-300-005-0000			0	0.00
Count for DEMOLITION:	1						0	0.00
<b>Fire Damage</b>								
6744 W. Beecher Rd. Peotone	130125-1300046	Fire Damage	01/25/2013	21-18-400-008-0000			0	25382.18
Count for FIRE DAMAGE:	1						0	25382.18
<b>Pole Building</b>								
28934 S. Ridgeland Peotone	121018-1201800	Pole Building	10/18/2012	21-07-200-015-0000			1728	17500.00
30453 Egyptian Trail Peotone	130125-1202237	Pole Building	01/25/2013	21-21-100-019-0000			2016	25000.00
Count for POLE BUILDING:	2						3744	42500.00
<b>Roofing</b>								
29101 Will Center Rd. Peotone	121022-1201945	Roofing	10/22/2012	21-10-300-034-0000			0	19600.00
29733 S. Ridgeland Peotone	121207-1202180	Roofing	12/07/2012	21-17-100-025-0000			0	11459.00
Count for ROOFING:	2						0	31059.00
<b>Siding</b>								
2908 W. Church Rd Beecher	121019-1201939	Siding & Windows	10/19/2012	21-12-300-008-0000			0	2500.00
Count for SIDING:	1						0	2500.00
<b>Count for WILL:</b>	<b>9</b>						11464	125700.18
<b>Total Permits:</b>	<b>9</b>						11464	125700.18

## Township Summary

Permits Issued: 10/01/2012-05/17/2013; All Permit Types

Project Address	Permit #	Project	Issd	PIN#	Lot #	Subdivision	Bdg Size	Estimated Cost
<b>TOWNSHIP: WILMINGTON</b>								
<b>Commercial</b>								
29400 S. Rt.53      Wilmington	130110-1300026	Commercial/Electrical	01/10/2013	17-12-400-002-0000			0	50000.00
Count for COMMERCIAL:	1						0	50000.00
<b>Remodeling</b>								
234170 S. Rivals Rd      Wilmington	121030-1201958	Inside Remodel	10/30/2012	25-07-300-042-0000			0	3500.00
Count for REMODELING:	1						0	3500.00
<b>Roofing</b>								
23738 W. Widows Road      Wilmington	130313-1300257	Roofing	03/13/2013	17-22-300-020-0000			0	2980.00
Count for ROOFING:	1						0	2980.00
<b>Sign</b>								
29849 E. Frontage Rd      Wilmington	130516-1300532	Sign TAGs 1659, thru	05/16/2013	17-15-100-007-0000			0	8200.00
Count for SIGN:	1						0	8200.00
<b>Count for WILMINGTON:</b>	<b>4</b>						0	64680.00
<b>Total Permits:</b>	<b>4</b>						0	64680.00

## **RESOLUTION NO. 2013-13**

### **A RESOLUTION ON THE ILLIANA EXPRESSWAY**

**WHEREAS**, the States of Illinois and Indiana are working together to address commercial traffic needs and to alleviate congestion on area roads through the construction of a proposed tollway referred to as the Illiana Expressway; and

**WHEREAS**, the currently proposed route of the Illiana Expressway runs through parts of the City of Wilmington and its future growth areas; and

**WHEREAS**, the Illiana planning team's current proposal provides for interchanges at Route 53, Riley Road, and a possible interchange at Old Chicago Road; and

**WHEREAS**, the City of Wilmington has reviewed the current proposed route and hereby finds as follows.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of Wilmington that the City's position is as follows:

#### **SECTION 1:**

1. The City is in support of the Old Chicago Road Interchange alignment with Local 150 entrance. This interchange provides for land use planning conducive to the design and improvements to S. Arsenal Road as a truck route for the industrial planning area, along with the approved interchange design for Route 53 and S. Arsenal Road for two left turn lanes onto S. Arsenal Road. Furthermore, this design preserves the Kavanaugh Centennial Farm located on the southwest corner of S. Arsenal Road and Old Chicago Road. Another added local and regional benefit will address a truck bypass with Old Chicago Road (State Highway) to Route 102 which will eliminate the pass through truck traffic on Route 53 to Route 102 and improve Route 102 as a scenic river route.
2. The City does not support an interchange on Route 53 which would impact the character of the Historic Route 66, reduce the available commercial and industrial use on Route 53.
  - a. Increase truck traffic on Route 53 south of S. Arsenal Road;
  - b. The taking of an active business at the northwest corner of New River Road & Route 53 known as Miken Cartage which will be a loss of local revenue and jobs;
  - c. Increase noise and impact to the Waters Edge subdivision with an interchange at Rt 53;

- d. Impact to the natural areas and Midewin with a Rt 53 Interchange;
  - e. Impact to a family farm stand and farmstead known as the Gorman Farm;
  - f. Impact to the N River Road Truck Route which provides good access to I-55.
3. The City recognizes the benefit of the ILLIANA B3 Corridor to reduce truck traffic on our local roads and provide for the increase of interstate commerce transportation for the Will County, the Chicago Metropolitan area and Northwest Indiana region and will continue to be engaged in the ILLIANA Corridor Planning process.
  4. The City recognizes and supports the Will County Preservation Commission concerns and comments of the potential impact to the Kankakee River Drive (Boathouse Road) historic area as part of the Section 106 comment period.
  5. The City recognizes the value and community benefit of the Bobcat field which is located on Widows Road and is requesting to preserve this public property for the continued use for our youth sports activities.
  6. The City does not support the Riley Road Interchange as it has a negative impact to the residential and farm land use in this area with little or no benefit to the S. Arsenal Road Industrial Area and have a regional effect to the watershed and drainage area.

**NOW, THEREFORE, BE IT FURTHER RESOLVED** by the City Council of the City of Wilmington that the City Administrator and Mayor are hereby authorized and directed to submit this Resolution to the Illiana planning team and the Chicago Metropolitan Agency for Planning together with additional comments as they deem fit and necessary to protect and safeguard the vital interests of the citizens of the Wilmington community.

## **SECTION 2: SEVERABILITY**

If any section, paragraph, subdivision, clause, sentence or provision of this Resolution shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder thereof, which remainder shall remain and continue in full force and effect.

## **SECTION 3: EFFECTIVE DATE**

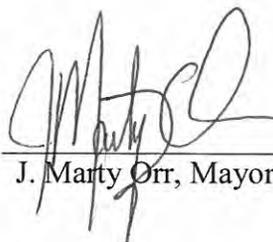
This Resolution shall be in full force and effect upon its passage and approval in the manner required by law.

PASSED this 20<sup>th</sup> day of August, 2013 with 8 members voting aye, 0 members voting nay, the Mayor N/A voting, with 0 members abstaining or passing and said vote being:

Larry Hall aye  
Helen Hoppe aye  
Kevin Kirwin aye  
Joe VanDuyne aye

Kirby Hall aye  
John Persic, Jr. aye  
Frank Studer aye  
Fran Tutor aye

Approved the 20<sup>th</sup> day of August, 2013



---

J. Marty Orr, Mayor



Attest:



---

Judith Radosevich, City Clerk

AUG 30 2013

DISTRICT #1

RESOLUTION NO. 13-09

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRAIDWOOD  
IN SUPPORT OF THE CONSTRUCTION OF THE ILLIANA EXPRESSWAY

WHEREAS, the City Council of the City of Braidwood desires to support the Building of the Illiana Expressway;

With the opening of the intermodal facility in Joliet and Elwood there has been a significant increase in heavy truck traffic seeking an alternate east-west route. The damage to our narrow local roads has been considerable.

Soon Ridgeport will open as the third intermodal facility in neighboring Wilmington with yet another proposed rail industrial park approved in Coal City. Since none of these facilities are anywhere near capacity yet, it is appropriate to start building a major road to handle existing and future truck traffic.

The Illiana Expressway as proposed and planned by IDOT fills that need.

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Braidwood supports the building of the Illiana Expressway.

PASSED this 27<sup>th</sup> day of August, 2013

AYES: 5

NAYS: 0

ABSENT: 0

APPROVED THIS 27 day of August, 2013

William De

Mayor

ATTEST: Lisa Alessio

City Clerk





**ENVIRONMENTAL LAW & POLICY CENTER**  
Protecting the Midwest's Environment and Natural Heritage

April 9, 2013

**VIA U.S. MAIL AND E-MAIL**

District Engineer  
Illinois Department of Transportation  
District 1  
201 West Center Court  
Schaumburg, IL 60196-1096

Office of Chief Counsel  
Room 300  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

DEPT. OF TRANSPORTATION  
RECEIVED  
2013 APR 17 A 9:16  
REGION 1 CLAIMS  
SCHAUMBURG, IL 60196

*Re: Illinois Freedom of Information Act Request*

Dear Sir or Madam:

This letter is a request under the Illinois Freedom of Information Act, 5 ILCS 140 *et seq.* The Environmental Law & Policy Center ("ELPC") requests that the Illinois Department of Transportation ("IDOT") provide copies of the records described as follows:

- Any draft or final document entitled *An "Extended" Illiana Expressway Traffic and Revenue Analysis*, as referenced in the Chicago Metropolitan Agency for Planning's December 12, 2012 letter to the Illinois Department of Transportation.

In order to reduce or avoid the costs and labor of printing and/or photocopying records, ELPC requests that records be provided in electronic format wherever possible, including but not limited to records that are stored or maintained in electronic format. Pursuant to 2 Ill. Adm. Code § 1226.110, ELPC is submitting this request to both the Office of Chief Counsel and the District 1 highway office to ensure that it is received by the appropriate official and processed in a timely fashion.

35 East Wacker Drive, Suite 1600 • Chicago, Illinois 60601

(312) 673-6500 • [www.ELPC.org](http://www.ELPC.org)

Nancy Loeb, Chairperson • Howard A. Learner, Executive Director

Columbus, OH • Des Moines, IA • Jamestown, ND • Madison, WI • Minneapolis, MN • Sioux Falls, SD • Washington, D.C.

S-1703

### Exempt Records

Should you decide to invoke a FOIA exemption as the basis for withholding any public record responsive to this request, please include in your full or partial denial letter sufficient information for ELPC to appeal the denial. 2 Ill. Adm. Code § 1226.220(c). If you determine that portions of a record requested are exempt from disclosure, please redact the exempt portions and provide the remainder of the record to ELPC.

### Fee Waiver Request

ELPC respectfully requests that you waive all fees in connection with this request because the request is in the public interest. 2 Ill. Adm. Code § 1226.420(d) (waiver of fee is appropriate where it serves the public interest). This public interest standard is satisfied here because ELPC is seeking records that will provide insight into compliance with the National Environmental Policy Act and other applicable requirements. IDOT's provision of these records in a timely fashion will allow for ELPC and other groups to understand all relevant information relating to the proposed Illiana Expressway. In addition, ELPC is a non-profit public interest organization that has no commercial interest in the records sought. Please contact me before undertaking any action that would result in a fee charge.

### Record Delivery

Pursuant to 2 Ill. Adm. Code § 1226.210, we expect a response to this request within seven working days. We request that IDOT, in responding to this request, comply with all relevant deadlines and other obligations set forth in the Illinois FOIA and the agency's regulations. Please produce the records above by sending them to me at the address listed below. Please produce them on a rolling basis; at no point should the search for—or deliberation concerning—certain records delay the production of others that the agency has already retrieved and elected to produce. Again, ELPC requests that records be provided in electronic format wherever possible, including but not limited to records that are stored or maintained in electronic format.

If you find that this request is unclear in any way please do not hesitate to call me so I can clarify the request or otherwise expedite and simplify your efforts to comply. I can be reached at (312) 795-3738. Thank you.

Sincerely,



Andrew Armstrong  
Staff Attorney  
Environmental Law & Policy Center  
35 East Wacker Drive, Suite 1600  
Chicago, IL 60601  
(312) 795-3738  
[aarmstrong@elpc.org](mailto:aarmstrong@elpc.org)



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

April 23, 2013	FOIA No.:	6095
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Andrew Armstrong  
Environmental Law & Policy  
Center  
35 East Wacker Drive, Suite  
1600  
Chicago, IL 60601

File Reference No.:

The Department has reviewed your request for documents under the Freedom of Information Act.

Your request is granted and all responsive documents maintained by the Department are enclosed.\*

Your request is granted in-part and denied in-part for the following reason(s):\*

The requested records are not in the possession of the Illinois Department of Transportation.

Your request is overly broad and burdensome. Please narrow your request and the Department will attempt to comply, or please call George Khoury, Freedom of Information officer, at (847) 705-4731, to discuss how your request can be reduced to manageable proportions.

Other:

Attached is an "Extended" Illiana Expressway Supplemental Analysis report prepared by the Indiana Department of Transportation. For all future FOIA requests concerning the 'Illiana Corridor Project', please contact IN DOT's FOIA representative, Amy Miller, at (317)-232-5383 or via her e-mail address of 'AMiller@indot.IN.gov'.

\* Please remit a check to the above address in the amount of: \_\_\_\_\_  
Details:

Make check payable to the Treasurer, State of Illinois, for reproduction costs. Please send all payments to: George Khoury, FOIA Officer, Illinois Department of Transportation, 201 West Center Court, Schaumburg, IL 60196-1096

Your request is denied for the following reason(s):

a. The requested records are exempt from inspection and copying pursuant to 5ILCS 140/7(1)\_\_\_\_\_.

Andrew Armstrong  
April 23, 2013  
Page two

If you have any questions, please contact the Freedom of Information Act Officer, George Khoury, at (847) 705-4731.

You have a right to have the denial of your request reviewed by the Public Access Counselor (PAC) at the Office of the Illinois Attorney General. 5 ILCS 140/9.5(a). You can file your Request for Review with the PAC by writing to:

Public Access Counselor  
Office of the Attorney General  
500 South 2nd Street  
Springfield, IL 62706  
Fax: 217-782-1396  
E-mail: [publicaccess@atg.state.il.us](mailto:publicaccess@atg.state.il.us)

You also have the right to seek judicial review of your denial by filing a lawsuit in the State circuit court. 5 ILCS 140/11.

If you choose to file a Request for Review with the PAC, you must do so within 60 calendar days of the date of this denial letter. 5 ILCS 140/9.5(a). Please note that you must include a copy of your original FOIA request and this denial letter when filing a Request for Review with the PAC.

**"Extended" Illiana Expressway Supplemental  
Analysis**

*Sketch-Level Financial Assessment*

**final  
report**

*prepared for*

**Indiana Department of Transportation**

*prepared by*

**Cambridge Systematics, Inc.**

*June 10, 2010*

[www.camsys.com](http://www.camsys.com)

---

*final report*

# "Extended" Illiana Expressway Supplemental Analysis

*Sketch-Level Financial Assessment*

*prepared for*

Indiana Department of Transportation

*prepared by*

Cambridge Systematics, Inc.  
115 South LaSalle Street, Suite 2200  
Chicago, IL 60603

*date*

June 10, 2010

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# 1.0 Introduction

The Illiana Expressway has been a part of long-range transportation plans for northeast Illinois and northwest Indiana (the bistate region) since the early 1900s, originally envisioned as the southern leg of an outer circumferential roadway encircling the Chicago metropolitan area. While some segments of this outer beltway have been completed in the western part of the region, the linkage between the south and southwest suburbs of Chicago and northwest Indiana has become more critical over the years as increasing traffic volumes on alternative east-west routes have resulted in congestion and delays to both passenger and commercial traffic.

With heightened interest in a potential Illiana Expressway in both Illinois and Indiana, the Indiana Department of Transportation (INDOT) recently commissioned the Illiana Expressway Feasibility Study (Feasibility Study). This study addressed the overall viability of developing, financing, constructing, operating, maintaining and placing into service a new Interstate quality highway connecting I-57 in Illinois with I-65 in Indiana. A key component of the Feasibility Study was a Financial Assessment which addressed the potential traffic and revenue that would result from tolling the proposed Illiana Expressway between I-57 and I-65.

Since completion of the Feasibility Study in late 2009, interest has been generated in both Illinois and Indiana in extending the western terminus of the proposed corridor from I-57 to I-55. The purpose of the "Extended" Illiana Expressway Supplemental Analysis contained herein is to update the prior Financial Assessment that was included in the Feasibility Study based on the proposed expressway extending from I-55 in Illinois to I-65 in Indiana. This study consists of a sketch-level Traffic & Revenue (T&R) analysis to determine the impact of extending the corridor to I-55 from a financial perspective.

Figure 1.1 below shows the study area for the "Extended" Illiana Expressway Supplemental Analysis. As shown in the figure, this area extends into portions of Will, Cook and Kankakee Counties in northeastern Illinois, and Lake County in Indiana. Between I-57 and I-65, the area is bounded by the southernmost and northernmost alignment corridors that were identified during the Feasibility Study. The western portion of the study area between I-57 and I-55 is bounded by logical extensions of these alignment corridors. The estimated length of the extended corridor would range from approximately 47 to 56 miles, depending upon the actual location of the corridor within the study area.



## 2.0 Travel Demand Estimation

### 2.1 TRAVEL DEMAND MODEL

The Illiana Travel Demand Model (Illiana Model) was developed for the previously completed Illiana Expressway Feasibility Study to drive the Level 2 Traffic and Revenue forecasts for base- and future-year conditions. Based on the limits for the Feasibility Study (I-57 to I-65), the model was refined and validated for the corridor extending between these two endpoints.

The Illiana Model combined zone systems, highway networks, underlying socioeconomics, traffic count data, auto trip tables, and truck trip tables from various sources including the CMAP model, the NIRPC model, and the Freight Analysis Framework (FAF). Through the combination of the CMAP and NIRPC models along with the FAF data, base year (2007) and future year (2030) trip tables were estimated. The resulting trip tables are static and are not responsive to changes in the socioeconomic forecasts or in the transportation system. As a result, the forecast estimates on the Illiana can be viewed as conservative as the structure of the model does not allow for additional trips to be added to the system as a result of the introduction of the Illiana.

The Illiana Model was linked to observed traffic counts to ensure that base year estimates reflect existing traffic patterns as closely as possible. In addition, given the key role of truck traffic for the proposed Illiana facility, FAF estimates were used to anchor the current year truck flows for "external" long distance truck trips.

Forecasts of growth in auto traffic were obtained from growth assumptions in the CMAP and NIRPC models. For internal-internal truck movements, growth was derived from the existing CMAP and NIRPC models. Growth in "external" truck traffic was obtained by using the growth estimates from the FAF framework. These movements include any O-D pairs with an origin, a destination, or both outside the study area.

In order to estimate the demand on the "extended" corridor, from I-55 to I-65, the model network was edited to include the additional Illiana segment between I-57 and I-55. While the Illiana model was refined and validated for the original study limits in the Feasibility Study, due to time constraints, it is not as refined for the extended section between I-55 and I-57. The demand estimates for this segment of the corridor are therefore at a more sketch-level of detail. All model runs for this analysis were based on a future year of 2030.

## 2.2 ALIGNMENT SCENARIOS

The original Illiana Model tested three alignment corridor scenarios, all of which extended from I-57 to I-65. The alignment corridors were named AC1, AC2 and AC3, for the southernmost, middle, and northernmost orientations, respectively, within the study area. For the current "Extended" Illiana Expressway Supplemental Analysis, two alignment scenarios were modeled: 1) an extended version of the previously identified AC1, westward to I-55, and 2) an extended version of the previously identified AC3, westward to I-55. The resulting alignment scenarios are referred to as the Southern Alignment and Northern Alignment.

## 2.3 CROSS-SECTION SCENARIOS

The cross-section scenarios that were modeled for the current analysis include the same options that were addressed in the Feasibility Study: 1) Four general purpose lanes (two in each direction); 2) Six general purpose lanes (three in each direction); and 3) Four general purpose lanes (two in each direction) + four truck-only lanes (two in each direction). Each of these scenarios was modeled for the Northern Alignment, but only the first scenario (four general purpose lanes) was modeled for the Southern Alignment.

## 2.4 TOLL RATE SCENARIOS

Toll rate scenarios that were modeled for the current analysis ranged from one times the "existing" auto and truck tolls to two and four times these current rates.<sup>1</sup> Each of the three toll scenarios was modeled for the Northern Alignment, but only the "two times existing toll rate" scenario was modeled for the Southern Alignment.

For purposes of the current analysis, the model runs that were performed are summarized in Table 2.1. In addition to the scenarios shown, for comparison purposes, the model was also run for future year base (no-build) conditions.

---

<sup>1</sup> "Existing" toll rates were derived from an average of per-mile toll rates for autos, light trucks and heavy trucks on the Indiana Toll Road and the Illinois Tollway system, weighted based on existing electronic toll collection usage. These averages equated to \$0.04 per mile for cars, \$0.06 per mile for non-heavy trucks and \$0.14 per mile for heavy trucks.

**Table 2.1 Travel Demand Model Run Scenarios**

Alignment Scenario	Cross-Section Scenario	Toll Rate Scenario		
		1 X Existing Rate	2 X Existing Rate	3 X Existing Rate
Northern Alignment	4-Lane	X	X	X
	6-Lane	X	X	X
	8-Lane	X	X	X
Southern Alignment	4-Lane		X	

## 2.5 INTERCHANGE LOCATION ASSUMPTIONS

For purposes of the Feasibility Study, four interchanges were assumed within each of the three alignment corridors: system interchanges at I-57 and I-65, and conventional interchanges at IL 1/IL 394 and US 41 (for demand estimating purposes, it was assumed that access would be provided to IL 50 from the I-57 interchange). These same interchange locations were assumed for the northern and southern alignments of the current analysis for the portion of the alignments between I-57 and I-65. For the "extended" portion of the northern and southern alignments between I-55 and I-57, an additional system interchange was assumed at I-55, with additional conventional interchanges at US 45 and IL 53.

## 2.6 PROJECTED UTILIZATION OF THE "EXTENDED" ILLIANA EXPRESSWAY

Modeled future year 2030 volumes for both autos and trucks on the "extended" Illiana Expressway between I-55 and I-65 are shown for the 10 modeled scenarios in Table 2.1. Volumes shown are a total of both directions of traffic.

Overall, the volumes tend to be highest near the system interchanges and tend to drop in between. As expected, as the lane configuration grows and the tolls drop, the volumes increase, with the eight-lane northern alignment with one times the existing toll rate garnering the largest volumes (32,000 to 45,400 vehicles).

The southern alignment has similar volumes at its western end relative to the northern alignment, exceeding the volumes on the same northern alignment lane configuration and toll level for the I-55 to IL-53 segment. However, traffic farther east on the Illiana is more sensitive to how far north the alignment is located, and the northern alignment carries more traffic for all other segments.

Table 2.2 "Extended" Illiana Estimated Traffic Volumes, 2030

Alignment	Lane Configuration	Toll Level	I-55 – IL-53	IL-53 – US-45	US-45 – I-57	I-57 – IL-394/IL-1	IL-394/IL-1 – US-41	US-41 – I-65
Southern	4	2x	31,000	22,000	25,300	14,200	15,900	17,500
Northern	4	1x	31,100	26,500	34,300	33,500	27,600	29,000
	4	2x	27,800	22,700	30,800	30,200	25,600	26,304
	4	4x	22,600	16,500	21,400	22,900	20,300	21,200
	6	1x	34,600	29,800	39,400	41,600	32,800	33,700
6	2x	30,800	26,000	35,000	37,100	29,500	29,800	
6	4x	23,800	17,900	24,000	25,300	22,200	23,500	
4 – General Purpose	1x	23,700	19,100	27,300	26,500	20,800	22,600	
4 – Truck-Only	1x	12,400	12,800	14,900	18,900	15,000	14,000	
8 – Total	1x	36,000	32,000	42,200	45,400	35,800	36,600	
4 – General Purpose	2x	21,900	16,800	25,000	24,300	18,400	19,900	
4 – Truck-Only	2x	10,800	11,200	12,500	16,600	13,200	12,100	
8 – Total	2x	32,700	28,000	37,600	40,900	31,500	32,000	
4 – General Purpose	4x	16,800	10,900	16,800	15,800	13,700	14,900	
4 – Truck-Only	4x	7,400	7,600	7,900	10,900	9,500	9,800	
8 – Total	4x	24,100	18,600	25,000	26,800	23,300	24,700	

## 3.0 Sketch-Level Cost Estimates

For the Illiana Expressway Feasibility Study, construction cost estimates for the three identified alignment corridors (AC1, AC2 and AC3) between I-57 and I-65 were prepared, as well as operating and maintenance costs. In addition, per acre land costs for right-of-way acquisition were generated through coordination with local land appraisers and using information from current similar construction projects in the study area. Based on the cost estimates from the Feasibility Study, per-mile unit costs were calculated for the three alignment corridors (AC1, AC2 and AC3) between I-57 and I-65 and applied to the "extended" portion of the corridor between I-57 and I-55 as described below.

### 3.1 ALIGNMENT SCENARIOS

Due to the abbreviated nature of the current "Extended" Illiana Expressway Supplemental Analysis, actual alignment corridors were not identified for the extended portion of the study area between I-55 and I-57. Instead, the area between the southernmost (AC1) and northernmost (AC3) alignment corridors between I-57 and I-65 was extended westward and, for the purposes of this analysis, was the assumed "band" in which the I-55 to I-57 portion of the Illiana would be located (See Figure 1.1). Average alignment lengths for the AC1 and AC3 corridor extensions (from I-55 to I-57) were then calculated using GIS mapping. The average corridor extension length which was used for sketch-level cost estimating purposes was estimated at 23 miles.

### 3.2 CONSTRUCTION AND RIGHT-OF-WAY COSTS

Four-lane, six-lane and eight-lane cost estimates for the I-55 to I-57 "extended" segment of the Illiana Expressway were estimated by applying the average per-mile costs for the corresponding cross-section scenarios for the segment between I-57 and I-65, averaged among the three alignment corridors, AC1, AC2 and AC3. Right-of-way costs for the "extended" segment were calculated in a similar manner. The construction and right-of-way costs for the I-55 to I-57 segment were then added to the respective I-57 to I-65 costs for the southernmost (AC1) and northernmost (AC3) alignment corridors, to estimate the total sketch-level construction and right-of-way costs for the entire corridor from I-55 to I-65. These construction and right-of-way costs are summarized in Table 3.1 below.

**Table 3.1 Illiana Sketch-Level Construction and Right-of-Way Cost Estimates, I-55 to I-65**

Alignment Scenario	Cross-Section Scenario	Construction Cost (millions)	Right-of-Way Cost (millions)	Total (millions)
Northern Alignment	4-Lane	\$907.6	\$139.1	\$1,046.8
	6-Lane	\$1,152.1	\$148.2	\$1,300.3
	8-Lane	\$1,672.3	\$162.2	\$1,834.5
Southern Alignment	4-Lane	\$969.1	\$82.8	\$1,051.9

### 3.3 OPERATING AND MAINTENANCE COSTS

For the Illiana Expressway Feasibility Study, per lane-mile costs for maintenance and operations were researched from actual Indiana Toll Road cost data and per INDOT's future planning data from the Highway Economic Requirements System (HERS). Applying the per mile maintenance and operations costs for the four-, six-, and eight-lane alternatives between I-57 and I-65, the annual maintenance and operations costs for the segment between I-55 and I-57 were estimated. Toll collection and periodic maintenance costs for the I-55 to I-57 segment were estimated in a similar fashion. Adding these annual maintenance and operating cost estimates and toll collection and periodic maintenance cost estimates for the "extended" segment to the corresponding costs for the I-57 to I-65 AC1 and AC3 alignments yielded the total sketch-level maintenance and operating costs estimates for the Southern and Northern Alignments, respectively. These estimates are summarized in Table 3.2.

**Table 3.2 Illiana Sketch-Level Operating and Maintenance Cost Estimates, I-55 to I-65 (Millions of 2008 Dollars)**

Category	Southern	Northern		
	Four-Lane	Four-Lane	Six-Lane	Eight-Lane
Annual Maintenance	\$4.1	\$4.0	\$4.5	\$5.1
Annual Toll Collection	\$4.4	\$4.4	\$4.4	\$4.4
<b>Periodic Costs</b>				
Toll Collection Equipment (5-Year Cycle)	\$6.3	\$6.3	\$6.3	\$6.3
<b>Pavement Maintenance (30-Year Cycle)</b>				
Initial Joint Repairs (Year 10)	\$5.2	\$4.8	\$4.8	\$4.8
Intermediate Joint Repairs (Year 20)	\$10.3	\$9.5	\$9.5	\$9.5
Full Pavement Replacement (Year 30)	\$144.1	\$133.5	\$202.4	\$271.4
<b>Bridge Maintenance (75-Year Cycle)</b>				
First Deck Overlay (Year 20)	\$61.7	\$57.2	\$80.1	\$131.5
Second Deck Overlay (Year 35)	\$61.7	\$57.2	\$80.1	\$131.5
Deck Replacement (Year 50)	\$132.2	\$122.6	\$171.6	\$281.9
Superstructure Replacement (Year 75)	\$220.3	\$204.3	\$286.0	\$469.8
<b>Signs (30-Year Cycle)</b>				
Signs - Intermittent Repairs (Year 5)	\$0.5	\$0.5	\$0.5	\$0.5
Signs - with Pavement Replacement (Year 10, then every 5 years)	\$2.6	\$2.6	\$2.6	\$2.6
<b>Lighting (30-Year Cycle)</b>				
Lighting - Intermittent Repairs (Year 11, then every 5 years)	\$1.8	\$1.8	\$1.8	\$1.8
Lighting - with Pavement Replacement (Year 30)	\$1.8	\$1.8	\$1.8	\$1.8

## 4.0 Finance and Funding Options

This sketch-level Financial Assessment for the "Extended" Illiana Expressway between I-55 and I-65 is, to the extent possible, based on the assumptions that were used in the Level 2 Financial Assessment included in the Illiana Expressway Feasibility Study for the portion of the corridor from I-57 to I-65. The major difference between the two Financial Assessments is the sketch-level nature of the input data, particularly the projected traffic volumes and cost estimates, which have been described in the preceding sections of this report. The term and interest rates for toll revenue bonds have remained the same. Further analysis and research will need to be undertaken before any definitive conclusions can be drawn regarding the optimal funding strategy for the project.

### 4.1 INPUTS AND ASSUMPTIONS

The key inputs and assumptions on which the sketch-level Financial Assessment is based are described in Section 2: Travel Demand Estimation; and Section 3: Sketch-Level Cost Estimates. This input includes sketch-level estimated traffic volumes; construction and right-of-way cost estimates, annual maintenance and operating expenses; and toll collection and periodic maintenance expenses.

### 4.2 PROJECT FINANCING

Ten financing scenarios were developed to highlight the financial viability of each of the two alignment options (Southern Alignment and Northern Alignment), under the cross-section and toll rate scenarios shown in Table 2.1. Each of the scenarios assumes the issuance of tax-exempt toll revenue bonds amortized over 45 years. The debt has a senior claim on net toll revenue after payment of operating expenses and is structured to achieve minimum annual debt service coverage of 1.50x. The assumed interest rate for current interest bonds is 6.25%. The financing scenarios also include Federal credit assistance in the form of a low-cost subordinate loan provided under the Federal Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA). The TIFIA loan has an assumed interest rate of 4.50% and the loan is structured to maintain a minimum of 1.10x annual debt service coverage.

### 4.3 ESTIMATED DEBT CAPACITY BY ALIGNMENT AND CROSS-SECTION

Table 4.1 shows the potential debt capacity for each alignment, lane configuration, and toll level (a toll level of one times the existing rate equates to

\$0.04, \$0.06, and \$0.14 per mile for autos, trucks and heavy trucks, respectively). The northern alignment, with a six-lane cross-section and four times the existing toll rate, has the highest percent of its total funding covered by tolls (69 percent). This four-lane alternative under the same alignment and toll level has the smallest amount of additional capital investment required at \$398 million, with 67 percent of costs self-financed. The eight-lane alternative for the northern alignment with four times the existing toll rate self-finances 53 percent of its costs, but the remaining capital investment needed is still larger than for almost all of the four-lane and six-lane options. The four-lane southern alignment tested in this analysis can be 39 percent self-financed, requiring an additional capital investment of \$695 million.

#### 4.4 TOLL RATE SENSITIVITY ANALYSIS

Table 4.1 also illustrates the effects of adjusting toll rates on the same alignment and cross section. For the eight-lane northern alignment, for example, doubling the toll from one times the existing rate results in more than doubling the proceeds from revenue bonds and, therefore, the percent of the project that can be self-financed. While the volume decreases by about ten percent, the total revenues collected over 45 years increases by 28 percent. Similarly, when the toll rate is doubled again to four times the existing toll rate, the proceeds are able to fund an additional 16 percent of total project costs. In the case of the four-lane and six-lane northern alignments, quadrupling the tolls results in more than tripling the proceeds from revenue bonds and the percent of self-financing from the "extended" Illiana.

With higher toll rates, projected traffic generally decreases because the cost for some trips will exceed the perceived value for some users (in terms of time savings or convenience). At some point, additional toll increases will generate less revenue because the reduction in the overall number of transactions offsets the incremental increase in revenue per transaction. Based on results from the Feasibility Study, this point occurs on the Illiana somewhere between four times and six times the existing toll rate; charging more than four times the existing rate, therefore, is likely to result in lower revenues as well as lower regional benefits due to fewer vehicles using the Illiana.

#### 4.5 DISCLAIMER

The preliminary traffic and toll revenue and conceptual financing forecasts presented in this document are intended to be used for planning purposes and are not adequate to be used to support project financing. The forecasts are based on judgments and assumptions which may differ materially from the actual results. This report is not intended nor should it be construed to constitute a guaranty of any particular outcome(s) or result(s).

Table 4.1 Estimated Bonding Capacity (Millions of 2017 Dollars)

Alignment	Southern		Northern								
	4		4		6		8				
	2x	4x	1x	2x	1x	2x	4x	1x	2x	4x	
<b>Capital Costs</b>											
Construction Costs	\$969.1	\$907.6	\$907.6	\$1,152.1	\$1,152.1	\$1,152.1	\$1,152.1	\$1,672.3	\$1,672.3	\$1,672.3	\$1,672.3
Right-of-way	\$82.8	\$139.1	\$139.1	\$148.2	\$148.2	\$148.2	\$148.2	\$162.2	\$162.2	\$162.2	\$162.2
<b>Financial Costs</b>											
Interest During Construction	\$26.5	\$32.4	\$32.4	\$41.7	\$41.7	\$41.7	\$41.7	\$47.4	\$47.4	\$47.4	\$47.4
Debt Service Reserve Fund	\$44.1	\$52.0	\$52.0	\$64.3	\$64.3	\$64.3	\$64.3	\$71.6	\$71.6	\$71.6	\$71.6
Financing Costs	\$13.2	\$15.6	\$15.6	\$19.3	\$19.3	\$19.3	\$19.3	\$21.5	\$21.5	\$21.5	\$21.5
<b>Total Funding Requirement</b>	<b>\$1,135.7</b>	<b>\$1,146.8</b>	<b>\$1,205.9</b>	<b>\$1,347.2</b>	<b>\$1,425.6</b>	<b>\$1,500.7</b>	<b>\$1,885.7</b>	<b>\$1,975.0</b>	<b>\$1,975.0</b>	<b>\$1,975.0</b>	<b>\$2,044.8</b>
<b>Revenue</b>											
Senior Lien Toll Revenue Bond Proceeds	\$315.2	\$372.2	\$372.2	\$460.6	\$460.6	\$460.6	\$460.6	\$513.8	\$513.8	\$513.8	\$513.8
Subordinated TIFIA Loan	\$125.7	\$147.9	\$228.5	\$182.1	\$182.1	\$294.4	\$294.4	\$202.7	\$202.7	\$202.7	\$308.2
<b>Total Proceeds</b>	<b>\$441.0</b>	<b>\$520.0</b>	<b>\$808.2</b>	<b>\$642.7</b>	<b>\$642.7</b>	<b>\$1,034.8</b>	<b>\$1,034.8</b>	<b>\$716.5</b>	<b>\$716.5</b>	<b>\$716.5</b>	<b>\$1,083.8</b>
<b>Percent of Total Funding Requirement</b>	<b>39%</b>	<b>45%</b>	<b>67%</b>	<b>45%</b>	<b>45%</b>	<b>69%</b>	<b>69%</b>	<b>36%</b>	<b>36%</b>	<b>36%</b>	<b>53%</b>
<b>Additional Capital Investment Required</b>	<b>\$694.7</b>	<b>\$626.7</b>	<b>\$397.7</b>	<b>\$782.9</b>	<b>\$782.9</b>	<b>\$465.9</b>	<b>\$465.9</b>	<b>\$1,256.6</b>	<b>\$1,256.6</b>	<b>\$1,256.6</b>	<b>\$961.0</b>
Estimated Net Revenue after Debt Service (2020-2093)	\$4,556.5	\$5,333.0	\$8,174.7	\$6,548.9	\$6,548.9	\$10,683.3	\$10,683.3	\$7,280.8	\$7,280.8	\$7,280.8	\$11,184.6
Estimated Major Maintenance and Rehab (2020-2093)	\$3,282.2	\$2,985.0	\$2,985.0	\$4,222.9	\$4,222.9	\$4,222.9	\$4,222.9	\$6,015.6	\$6,015.6	\$6,015.6	\$6,015.6

## 5.0 Conclusion

The northern alignment, with eight lanes and one times the existing toll rate (the lowest rate tested in this analysis), yields the highest traffic volumes. Compared to the northern alignment (AC3) tested in the Feasibility Study, the volumes along similar segments between I-57 and I-65 have generally increased. The segments adjacent to the system interchanges carry the highest volumes.

Despite the highest volumes coming from the northern, eight-lane, one times existing toll alternative, the highest revenues are realized when the toll is increased on that alternative to four times the existing toll rate. The six-lane "extended" Illiana northern alignment with four times the existing toll rate, due to its high revenues and relatively low costs compared to the eight-lane alternatives, requires only 31 percent of additional capital investment; the four-lane cross-section under the same alignment and toll level has the smallest additional investment required due to its lower absolute cost.

An additional option for designing and funding the Illiana would involve purchasing an eight-lane right-of-way at time of initial construction, but only constructing a four-lane cross-section. Such a scenario increases the up-front capital costs by only two percent overall compared to building a four-lane roadway with a four-lane right-of-way. This reduces the percent of total funding covered by tolls by approximately one percent and increases total additional funding required by three to six percent.



**ENVIRONMENTAL LAW & POLICY CENTER**  
Protecting the Midwest's Environment and Natural Heritage

May 2, 2013

**VIA U.S. MAIL AND E-MAIL**

District Engineer  
Illinois Department of Transportation  
District 1  
201 West Center Court  
Schaumburg, IL 60196-1096

Office of Chief Counsel  
Room 300  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

*Re: Illinois Freedom of Information Act Request*

Dear Sir or Madam:

This letter is a request under the Illinois Freedom of Information Act, 5 ILCS 140 *et seq.* The Environmental Law & Policy Center (“ELPC”) requests that the Illinois Department of Transportation (“IDOT”) provide copies of the records described as follows:

- All documents, including all “information and data resources,” submitted by the Illinois Department of Transportation or its agents to the Chicago Metropolitan Agency for Planning (“CMAP”), pursuant to the requests set forth in CMAP’s April 19, 2013 memorandum, *CMAP Evaluation of IDOT Request to Amend GO TO 2040*.

In order to reduce or avoid the costs and labor of printing and/or photocopying records, ELPC requests that records be provided in electronic format wherever possible, including but not limited to records that are stored or maintained in electronic format. Pursuant to 2 Ill. Adm. Code § 1226.110, ELPC is submitting this request to both the Office of Chief Counsel and the District 1 highway office to ensure that it is received by the appropriate official and processed in a timely fashion.

35 East Wacker Drive, Suite 1600 • Chicago, Illinois 60601

(312) 673-6500 • [www.ELPC.org](http://www.ELPC.org)

Nancy Loeb, Chairperson • Howard A. Learner, Executive Director

Columbus, OH • Des Moines, IA • Jamestown, ND • Madison, WI • Minneapolis, MN • Sioux Falls, SD • Washington, D.C.



## Exempt Records

Should you decide to invoke a FOIA exemption as the basis for withholding any public record responsive to this request, please include in your full or partial denial letter sufficient information for ELPC to appeal the denial. 2 Ill. Adm. Code § 1226.220(c). If you determine that portions of a record requested are exempt from disclosure, please redact the exempt portions and provide the remainder of the record to ELPC.

## Fee Waiver Request

ELPC respectfully requests that you waive all fees in connection with this request because the request is in the public interest. 2 Ill. Adm. Code § 1226.420(d) (waiver of fee is appropriate where it serves the public interest). This public interest standard is satisfied here because ELPC is seeking records that will provide insight into compliance with the National Environmental Policy Act and other applicable requirements. IDOT's provision of these records in a timely fashion will allow for ELPC and other groups to understand all relevant information relating to the proposed Illiana Expressway. In addition, ELPC is a non-profit public interest organization that has no commercial interest in the records sought. Please contact me before undertaking any action that would result in a fee charge.

## Record Delivery

Pursuant to 2 Ill. Adm. Code § 1226.210, we expect a response to this request within seven working days. We request that IDOT, in responding to this request, comply with all relevant deadlines and other obligations set forth in the Illinois FOIA and the agency's regulations. Please produce the records above by sending them to me at the address listed below. Please produce them on a rolling basis; at no point should the search for—or deliberation concerning—certain records delay the production of others that the agency has already retrieved and elected to produce. Again, ELPC requests that records be provided in electronic format wherever possible, including but not limited to records that are stored or maintained in electronic format.

If you find that this request is unclear in any way please do not hesitate to call me so I can clarify the request or otherwise expedite and simplify your efforts to comply. I can be reached at (312) 795-3738. Thank you.

Sincerely,



Andrew Armstrong  
Staff Attorney  
Environmental Law & Policy Center  
35 East Wacker Drive, Suite 1600  
Chicago, IL 60601  
(312) 795-3738  
[aarmstrong@elpc.org](mailto:aarmstrong@elpc.org)



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

May 15, 2013	FOIA No.:	6116
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Andrew Armstrong  
Environmental Law & Policy  
Center  
35 East Wacker Drive, Suite  
1600  
Chicago, IL 60601

File Reference No.:

The Department has reviewed your request for documents under the Freedom of Information Act.

- Your request is granted and all responsive documents maintained by the Department are enclosed.\*
- Your request is granted in-part and denied in-part for the following reason(s):\*
- The requested records are not in the possession of the Illinois Department of Transportation.
- Your request is overly broad and burdensome. Please narrow your request and the Department will attempt to comply, or please call George Khoury, Freedom of Information officer, at (847) 705-4731, to discuss how your request can be reduced to manageable proportions.
- Other:

\_\_\_\_\_  
\_\_\_\_\_

\* Please remit a check to the above address in the amount of: \_\_\_\_\_  
Details:

Make check payable to the Treasurer, State of Illinois, for reproduction costs.  
Please send all payments to: George Khoury, FOIA Officer, Illinois  
Department of Transportation, 201 West Center Court, Schaumburg, IL  
60196-1096

- Your request is denied for the following reason(s):
  - a. The requested records are exempt from inspection and copying pursuant to 5ILCS 140/7(1)\_\_\_\_\_.
  - b. Other:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Andrew Armstrong  
May 15, 2013  
Page two

If you have any questions, please contact the Freedom of Information Act Officer, George Khoury, at (847) 705-4731.

You have a right to have the denial of your request reviewed by the Public Access Counselor (PAC) at the Office of the Illinois Attorney General. 5 ILCS 140/9.5(a). You can file your Request for Review with the PAC by writing to:

Public Access Counselor  
Office of the Attorney General  
500 South 2nd Street  
Springfield, IL 62706  
Fax: 217-782-1396  
E-mail: [publicaccess@atg.state.il.us](mailto:publicaccess@atg.state.il.us)

You also have the right to seek judicial review of your denial by filing a lawsuit in the State circuit court. 5 ILCS 140/11.

If you choose to file a Request for Review with the PAC, you must do so within 60 calendar days of the date of this denial letter. 5 ILCS 140/9.5(a). Please note that you must include a copy of your original FOIA request and this denial letter when filing a Request for Review with the PAC.



Illinois Department of Transportation

Memorandum

To: Bureau of Programming Attn: Pete Harnet

From: Region #1 Claims Office By: George Khoury, #4731

Subject: Freedom of Information Act Request # 6114

Date: 5-9-13

Response Due to Claims Office: 5-16-13

We have received the attached Freedom of Information Act request. Please review and return this memo with your letter of response to our office for mailing to the requestor. If you cannot complete your review by the above due date, please notify the Claims office so an interim reply can be sent.

If you believe this request should be denied, whether in part or in its entirety, please provide the Claims office your reasoning for the denial. Do not deny the request yourself.

Thank you.

Special Instructions:

\_\_\_\_\_  
\_\_\_\_\_

Bureau Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# PARSONS BRINCKERHOFF

Transmittal

**Parsons** 230 West Monroe Street  
**Brinckerhoff** Suite 900  
Chicago, IL 60606-4701  
(312) 782-8150  
FAX (312) 782-1684

BUREAU OF PROGRAMMING  
RECEIVED

MAY 08 2013

DISTRICT #1

**To:** Katie Kulielka  
IDOT Illiana Project Mgr.  
IDOT - Region 1  
201 West Center Court  
Schaumburg, IL 60196

**From:** Ron Shimizu  
**Date:** May 7, 2013  
**Project:** 16878A - Illiana

**Via:**

- mail  
 messenger  
 overnight

**For your:**

- information/use  
 approval  
 review/comment

**The following:**

- shop drawings  
 copy of letter  
 prints

- change order  
 plans  
 samples

- specifications  
 other

<b><u>CD/DVD</u></b>	<b><u>Rev. No.</u></b>	<b><u>Description</u></b>	<b><u>Copies</u></b>	<b><u>Date</u></b>
1		Documentation, socioeconomic data, GIS TAZ files	1	
1		GIS environmental data	1	
5		EMME Databank 2040	1	
5		EMME Databank 2040 Build	1	

*If enclosures are not as noted, kindly notify us at once*

**Comments:**

In response to May 2, 2013 FOIA request from the Environmental Law & Policy Center for information transmitted to CMAP for Illiana Corridor Study

**copies to:**

**signature:** 

**To:** Environmental Law & Policy Center  
**From:** Mary Lupa, Parsons Brinckerhoff  
**From:** Ron Shimizu, David Franck, Ed Leonard; Parsons Brinckerhoff  
**Date:** May 6, 2013  
**Project:** Transmittal – 2040 and 2040 Illiana Build Emmebanks

---

This memorandum documents the transmittal of emme databanks representing two scenarios:

1. 2040 - Regional highway network with socioeconomic characteristics prepared by al Chalabi Group (ACG) for 2040.
2. 2040 Illiana Build - Regional highway network with a “central alignment” of the Illiana facility added. Socioeconomic characteristics prepared by al Chalabi Group (ACG) for 2040 “central Illiana alignment” build.

The macro files, full report folder, and other reporting are transmitted in entirety. The “hold” databanks, with results from each of the five iterations, are also included.



## ENVIRONMENTAL LAW & POLICY CENTER

Protecting the Midwest's Environment and Natural Heritage

July 17, 2013

VIA U.S. MAIL AND E-MAIL

District Engineer  
Illinois Department of Transportation  
District 1  
201 West Center Court  
Schaumburg, IL 60196-1096

Office of Chief Counsel  
Room 300  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

*Re: Illinois Freedom of Information Act Request*

Dear Sir or Madam:

This letter is a request under the Illinois Freedom of Information Act, 5 ILCS 140 *et seq.* The Environmental Law & Policy Center ("ELPC") requests that the Illinois Department of Transportation ("IDOT") provide copies of the records described as follows:

- Any and all documents submitted to IDOT or its agents in response to the May 29, 2013 *Request for Information Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project.*

In order to reduce or avoid the costs and labor of printing and/or photocopying records, ELPC requests that records be provided in electronic format wherever possible, including but not limited to records that are stored or maintained in electronic format. Pursuant to 2 Ill. Adm. Code § 1226.110, ELPC is submitting this request to both the Office of Chief Counsel and the District 1 highway office to ensure that it is received by the appropriate official and processed in a timely fashion.

35 East Wacker Drive, Suite 1600 • Chicago, Illinois 60601

(312) 673-6500 • [www.ELPC.org](http://www.ELPC.org)

Nancy Loeb, Chairperson • Howard A. Learner, Executive Director

Columbus, OH • Des Moines, IA • Jamestown, ND • Madison, WI • Minneapolis, MN • Sioux Falls, SD • Washington, D.C.

DEPT. OF TRANSPORTATION  
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2013 JUL 22 P 12:02  
REGION 1 CLAIMS  
SCHAUMBURG, IL 60196

### Exempt Records

Should you decide to invoke a FOIA exemption as the basis for withholding any public record responsive to this request, please include in your full or partial denial letter sufficient information for ELPC to appeal the denial. 2 Ill. Adm. Code § 1226.220(c). If you determine that portions of a record requested are exempt from disclosure, please redact the exempt portions and provide the remainder of the record to ELPC.

### Fee Waiver Request

ELPC respectfully requests that you waive all fees in connection with this request because the request is in the public interest. 2 Ill. Adm. Code § 1226.420(d) (waiver of fee is appropriate where it serves the public interest). This public interest standard is satisfied here because ELPC is seeking records that will provide insight into compliance with the National Environmental Policy Act and other applicable requirements. IDOT's provision of these records in a timely fashion will allow for ELPC and other groups to understand all relevant information relating to the proposed Illiana Expressway. In addition, ELPC is a non-profit public interest organization that has no commercial interest in the records sought. Please contact me before undertaking any action that would result in a fee charge.

### Record Delivery

Pursuant to 2 Ill. Adm. Code § 1226.210, we expect a response to this request within seven working days. We request that IDOT, in responding to this request, comply with all relevant deadlines and other obligations set forth in the Illinois FOIA and the agency's regulations. Please produce the records above by sending them to me at the address listed below. Please produce them on a rolling basis; at no point should the search for—or deliberation concerning—certain records delay the production of others that the agency has already retrieved and elected to produce. Again, ELPC requests that records be provided in electronic format wherever possible, including but not limited to records that are stored or maintained in electronic format.

If you find that this request is unclear in any way please do not hesitate to call me so I can clarify the request or otherwise expedite and simplify your efforts to comply. I can be reached at (312) 795-3738. Thank you.

Sincerely,



Andrew Armstrong  
Staff Attorney  
Environmental Law & Policy Center  
35 East Wacker Drive, Suite 1600  
Chicago, IL 60601  
(312) 795-3738  
[aarmstrong@elpc.org](mailto:aarmstrong@elpc.org)



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

DATE: August 1, 2013

FOIA No.: D1-6197

Andrew Armstrong  
Environmental Law & Policy  
Center  
35 East Wacker Drive, Suite 1600  
Chicago, IL 60601

File Reference No.: Illinois Freedom of  
Information Request -

The Department has reviewed your request for documents under the Freedom of Information Act.

- Your request is granted.
- Your request is granted in-part and denied in-part for the following reason(s):
- The requested records are not in the possession of the Illinois Department of Transportation.
- Your request is overly broad and burdensome. Please narrow your request and the Department will attempt to comply, or please call Barbara Brush, Freedom of Information officer, at 217-785-2965, to discuss how your request can be reduced to manageable proportions.
- Other:

\* Please remit a check to the above address in the amount of: \_\_\_\_\_  
Details:

Make check payable to the Treasurer, State of Illinois, for reproduction costs. Please send all payments to: FOIA Officer, Illinois Department of Transportation, Room 300, 2300 South Dirksen Parkway, Springfield, IL, 62764.

- Your request is denied for the following reason(s):
  - The requested records are exempt from inspection and copying pursuant to 5ILCS 140/7(1)(f) - "...preliminary drafts, notes,...in which opinions are expressed, or policies or actions are formulated..."; to the extent any of the RFI responses include "proprietary, privileged or confidential information", 5 ILCS 140/7(1)(g) - "...trade secrets and commercial and financial information...that disclosure of the trade secrets or commercial or financial information would cause competitive harm...", and 5 ILCS 140/7(1)(h) "Proposals and bids for any contract...including information which if it were disclosed would frustrate procurement..."

If you have any questions, please contact the Freedom of Information Act Officer, Barbara Brush, at (217) 785-2965.

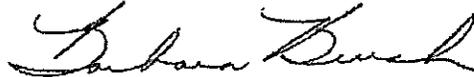
If you feel that any portion of this response is a denial of your request, you have a right to have the denial of your request reviewed by the Public Access Counselor (PAC) at the Office of the Illinois Attorney General. 5 ILCS 140/9.5(a). You can file your Request for Review with the PAC by writing to:

Public Access Counselor  
Office of the Attorney General  
500 South 2<sup>nd</sup> Street  
Springfield, IL 62706  
Fax: 217-782-1396  
E-mail: [publicaccess@atg.state.il.us](mailto:publicaccess@atg.state.il.us)

You also have the right to seek judicial review of your denial by filing a lawsuit in the State circuit court. 5 ILCS 140/11.

If you choose to file a Request for Review with the PAC, you must do so within 60 calendar days of the date of this denial letter. 5 ILCS 140/9.5(a). Please note that you must include a copy of your original FOIA request and this denial letter when filing a Request for Review with the PAC.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Barbara Brush".

Barbara Brush  
Freedom of Information Officer  
Illinois Department of Transportation



# ENVIRONMENTAL LAW & POLICY CENTER

Protecting the Midwest's Environment and Natural Heritage

May 31, 2013

VIA U.S. MAIL AND E-MAIL

District Engineer  
Illinois Department of Transportation  
District 1  
201 West Center Court  
Schaumburg, IL 60196-1096

Office of Chief Counsel  
Room 300  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

DEPT. OF TRANSPORTATION RECEIVED  
2013 JUN -11 AM 2:29 PM  
REGION 1 CLAIMS  
SCHAUMBURG, IL 60196-1096  
SPRINGFIELD, IL 62764

*Re: Illinois Freedom of Information Act Request*

Dear Sir or Madam:

This letter is a request under the Illinois Freedom of Information Act, 5 ILCS 140 *et seq.* The Environmental Law & Policy Center ("ELPC") requests that the Illinois Department of Transportation ("IDOT") provide copies of the records described as follows:

- All and all documents, including all "information and data resources," submitted by IDOT or its agents to the Chicago Metropolitan Agency for Planning ("CMAP"), pursuant to the requests set forth in CMAP's April 19, 2013 memorandum, *CMAP Evaluation of IDOT Request to Amend GO TO 2040*, that were submitted after May 10, 2013. This request is not intended to encompass any documents produced by IDOT in response to ELPC's May 2, 2003 request.

In order to reduce or avoid the costs and labor of printing and/or photocopying records, ELPC requests that records be provided in electronic format wherever possible, including but not limited to records that are stored or maintained in electronic format. Pursuant to 2 Ill. Adm. Code § 1226.110, ELPC is submitting this request to both the Office of Chief Counsel and the District 1 highway office to ensure that it is received by the appropriate official and processed in a timely fashion.

35 East Wacker Drive, Suite 1600 • Chicago, Illinois 60601

(312) 673-6500 • [www.ELPC.org](http://www.ELPC.org)

Nancy Loeb, Chairperson • Howard A. Learner, Executive Director

Columbus, OH • Des Moines, IA • Jamestown, ND • Madison, WI • Minneapolis, MN • Sioux Falls, SD • Washington, D.C.

Exempt Records

Should you decide to invoke a FOIA exemption as the basis for withholding any public record responsive to this request, please include in your full or partial denial letter sufficient information for ELPC to appeal the denial. 2 Ill. Adm. Code § 1226.220(c). If you determine that portions of a record requested are exempt from disclosure, please redact the exempt portions and provide the remainder of the record to ELPC.

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Record Delivery

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Sincerely,



Andrew Armstrong  
Staff Attorney  
Environmental Law & Policy Center  
35 East Wacker Drive, Suite 1600  
Chicago, IL 60601  
(312) 795-3738  
[aarmstrong@elpc.org](mailto:aarmstrong@elpc.org)



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois / 60196-1096  
Telephone 847/705-4000

June 10, 2013	FOIA No.:	6152
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Andrew Armstrong  
Environmental Law & Policy  
Center  
35 East Wacker Drive, Suite  
1600  
Chicago, IL 60601

File Reference No.:

The Department has reviewed your request for documents under the Freedom of Information Act.

- Your request is granted and all responsive documents maintained by the Department are enclosed.\*
- Your request is granted in-part and denied in-part for the following reason(s):\*
- The requested records are not in the possession of the Illinois Department of Transportation.
- Your request is overly broad and burdensome. Please narrow your request and the Department will attempt to comply, or please call George Khoury, Freedom of Information officer, at (847) 705-4731, to discuss how your request can be reduced to manageable proportions.
- Other:  
Please see the attachment supplied by our Bureau of Programming.

\* Please remit a check to the above address in the amount of: \_\_\_\_\_  
Details:

Make check payable to the Treasurer, State of Illinois, for reproduction costs.  
Please send all payments to: George Khoury, FOIA Officer, Illinois  
Department of Transportation, 201 West Center Court, Schaumburg, IL  
60196-1096

- Your request is denied for the following reason(s):
  - a. The requested records are exempt from inspection and copying pursuant to 5ILCS 140/7(1)\_\_\_\_\_.
  - b. Other:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Andrew Armstrong  
June 10, 2013  
Page two

If you have any questions, please contact the Freedom of Information Act Officer, George Khoury, at (847) 705-4731.

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**ILLIANA CORRIDOR**  
**REQUEST FOR INCLUSION IN THE FISCALLY CONSTRAINED**  
**CMAP GO TO 2040 COMPREHENSIVE REGIONAL PLAN**  
**Supporting Documentation**  
**May 10, 2013**

**Introduction**

The Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040 Comprehensive Regional Plan was adopted in October 2010, and represents an unprecedented vision for the region over the next 30 years. The GO TO 2040 Plan represents a major departure from past regional plans, with an expanded discussion of social, economic, and transportation goals that are supported by an overall policy vision, as compared to past Plans, which provided more traditional (and specific) land use and transportation goals. The GO TO 2040 goals include creating livable communities, developing human capital, increasing the efficiency of governance and improving regional mobility. The GO TO 2040 plan lays out the regional vision, with the expectation that these policies will be adopted at more local levels during the lifetime of the Plan.

The Regional Mobility portion of the Plan calls for strategic investments, increased commitment to public transit, and creating a more efficient freight network. Historically, much of the region's prosperity can be linked to the movement of freight, and the establishment of the Chicago region as a freight hub. The GO TO 2040 Plan calls for a more efficient freight network due to the high levels of existing and forecasted future freight congestion.

The GO TO 2040 Plan also notes the trends of the past, including the trends in Will County, which was one of the fastest growing Counties in the U.S. during the past 20 years. The drivers of that growth include the availability of land and the emergence of Will County as one of the largest inland ports in the US.

The Illiana Corridor, which is currently a fiscally unconstrained project in the GO TO 2040 Plan, responds to the critical issue of freight mobility, and supports the ongoing land use changes that are occurring in Will County, as well as Lake County in Indiana.

**Purpose**

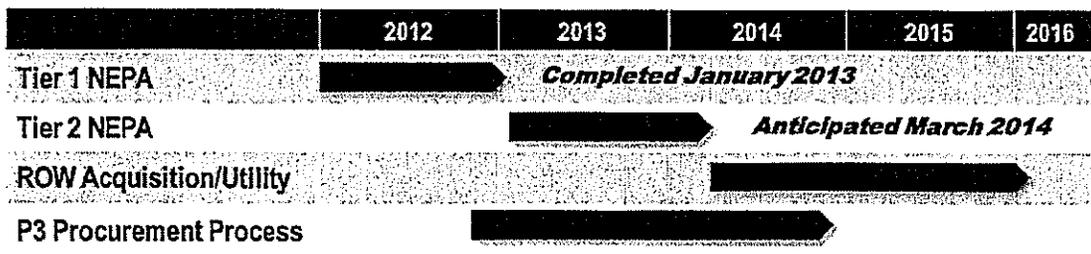
This document provides supporting information for the Illinois Department of Transportation's (IDOT) April 8, 2013 request to amend the region's fiscally constrained long-range transportation plan, the CMAP GO TO 2040 Comprehensive Regional Plan, to include the Illiana Corridor. Currently, The GO TO 2040 Plan references and supports funding for the Phase I engineering in the fiscally constrained project list, which demonstrates the region's support for



its continued development. However, the construction cost for the Illiana Corridor is in the fiscally unconstrained project list in the GO TO 2040 Plan. The plan states that it “supports initiating Phase 1 engineering for the project in order to narrow the scope to a few feasible alternatives, and recommends that these activities begin as a high priority.”

Due to the accelerated project schedule, IDOT is requesting this plan amendment in the near term, rather than waiting for the quadrennial update of the plan, scheduled for October 2014. As seen in the Illiana Corridor project schedule below, the Tier Two National Environmental Policy Act (NEPA) process is scheduled to conclude in early 2014. In order to receive a federal Record of Decision (ROD) for the Illiana Corridor Tier Two Environmental Impact Statement, the project must be included in the region’s fiscally constrained long-range transportation plan. For this reason, IDOT has requested amending the long-range transportation plan at the October 2013 MPO Policy Committee meeting. In addition, IDOT and the Indiana Department of Transportation (INDOT) have already initiated the supporting analyses and planning activities for a public-private partnership (P3) procurement for the Illiana Corridor. The inclusion of the project in the fiscally constrained long-range transportation plan will also benefit the P3 procurement process by minimizing project risk related to completion of the NEPA process, which is a key component in pricing of a concessionaire’s bid.

**Illiana Corridor Project Schedule**



Under a best case scenario, which includes a successful P3 procurement, construction of the Illiana facility would begin in 2015 and conclude by 2018, when a new Illiana facility would be open for operation.

IDOT has been coordinating with CMAP staff and has prepared this document to summarize the many ways in which the Illiana Corridor project is consistent with and supports the goals and objectives of the CMAP GO TO 2040 Plan and the CMAP Sustainable Prosperity Needs. The data, coordination, and analysis conducted thus far indicates that the projected market forces, the economic dynamics of the intermodal facilities in Will County, and the national east-west truck freight corridor requires this key investment in a new east-west limited access highway corridor connecting I-55, I-57 and I-65.



## ILLIANA CORRIDOR STUDY DESCRIPTION

The concept of an Illiana Corridor dates back to Daniel Burnham's 1909 Plan of Chicago. Over many decades, there has been a strong local consensus amongst leaders in Will County that a major transportation facility is needed. Previous versions of the Illiana Corridor have been examined in a variety of studies, including its inclusion in prior Chicago Area Transportation Study (CATS) long-range transportation plans (CATS is the predecessor to CMAP). These prior studies have indicated possible benefits from the development of an east-west limited access highway corridor. These benefits have included providing an alternate route for motorists travelling the I-90/94 corridor; relieving traffic on the I-80 Borman/Kingery Expressway and US-30; serving as a bypass for trucks around the congested metropolitan area highways; improving access to one of the largest intermodal freight areas in the U.S.; improving access to the proposed South Suburban Airport (SSA); supporting area economic development; and increased potential for substantial job creation. As traffic volumes on other highways in the region have increased, the associated congestion has resulted in travel delays with substantial economic impacts to commuters and industries that depend on the ability to efficiently move freight within and through the region.

In late 2006, the states of Indiana and Illinois, through their respective Departments of Transportation, initiated further development of the Illiana Corridor, including the preparation of a Freight Corridor proposal for the U.S. Department of Transportation's Corridor of the Future program (co-sponsored by CMAP), and conduct of the *Illiana Expressway Feasibility Study* (study participation by CMAP). *The Illiana Expressway Feasibility Study* concluded that a new transportation facility between I-57 and I-65 would provide congestion relief in the I-80 corridor, improved traffic operations, regional economic benefits, improved freight mobility and improved safety. *The Illiana Expressway Economic Opportunities Analysis* concluded that a new east-west facility between I-55 and I-65 would provide substantial regional benefits.

Both states have passed legislation (the Illinois Expressway Act - Public Act 096-0913 and the Indiana Senate Enrolled Act No. 382) enabling public-private partnerships (P3s) for the Illiana Corridor, allowing a collaborative planning effort for a "new fully access controlled interstate highway connecting Interstate Highway 55 in northeastern Illinois to Interstate Highway 65 in northwestern Indiana, which may be operated as a toll or non-toll facility."<sup>1</sup>

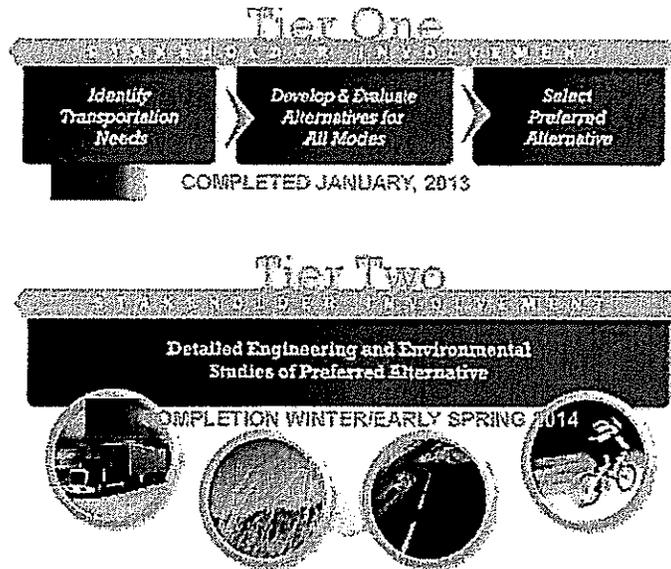
On June 9, 2010, Governors Pat Quinn of Illinois and Mitch Daniels of Indiana signed a Memorandum of Agreement (MOA) for a mutual commitment to the project by both states. In April, 2011, IDOT and INDOT initiated the Illiana Corridor Study as a tiered environmental impact statement (EIS).

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<sup>1</sup> Illinois Public Act 096-913, Public Private Agreements for the Illiana Expressway Act.



### Illiana Corridor Study Tiered EIS Process

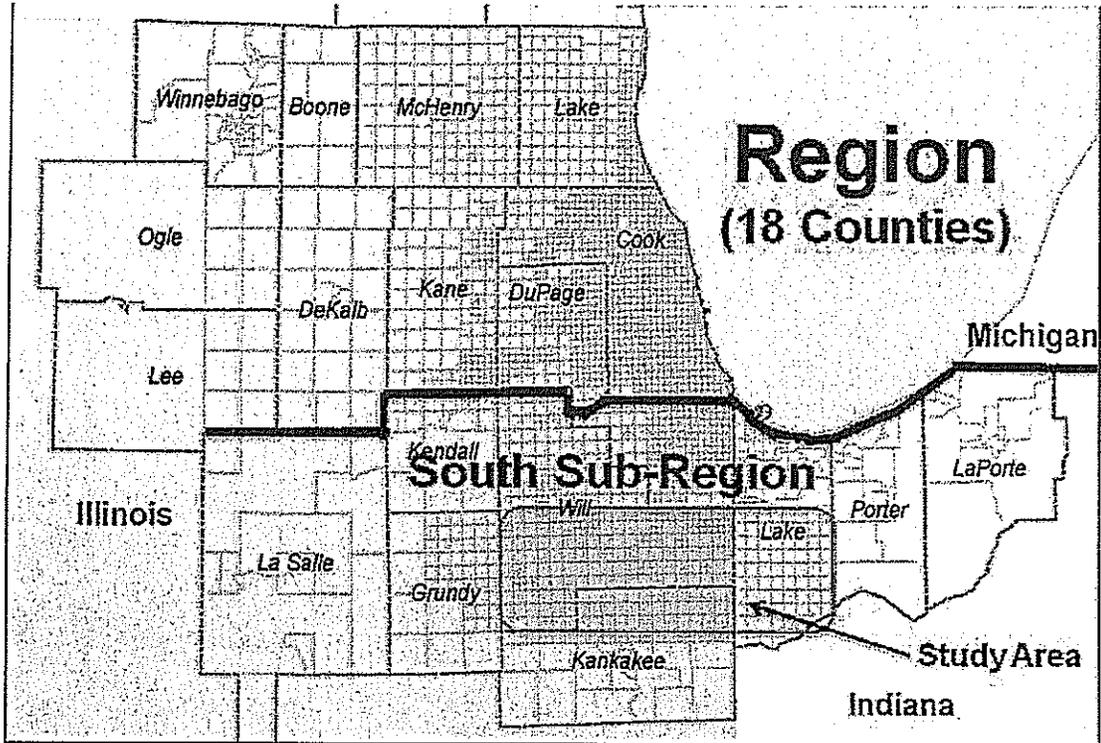


The Illiana Study Area was established in Tier One and includes approximately 950 square miles encompassing portions in Will and Kankakee Counties in Illinois and Lake County in Indiana. The study area is projected to see an increase of approximately 400,000 in population and 200,000 in employment between 2010 and 2040 based on the forecasts prepared for the Illiana Corridor Study. The study area has a roadway network lacking an east-west interstate or continuous multi-lane arterials to handle the growth demands it will confront over the next 30 years.

The area south of Lake Michigan (South Sub-Region), including the Illiana Study Area is also experiencing severe adverse effects resulting from the growing national east-west truck freight corridor that funnels traffic through this area. Based upon the Tier One EIS, much of this traffic travels along I-80 and is merely bypassing the Chicago region between other states and locations. The Illiana Corridor will contribute to relieving these conditions and provide positive effects for the congested South Sub-Region, improve national freight flows, and reduce the physical strain on the Illiana Study Area’s local highway network.

In addition, the region has emerged as a prominent national freight intermodal and logistics center. Within the Illiana Study Area, new intermodal freight terminals have recently opened in Will County. Truck traffic originating from or destined to intermodal terminals in Elwood, Joliet, and other large intermodal and truck terminal facilities is weaving across the Illiana study area on state and county roads due to the lack of a quality east-west connections that are designed to serve them. Stakeholder input received during Tier One highlighted the amount of truck

**Study Area and South Sub-Region Location Map**



traffic on local roads in the study area. With additional intermodal terminals in construction or planned, this additional truck traffic will further exacerbate traffic conditions on local roads that are not designed to serve longer distance traffic.

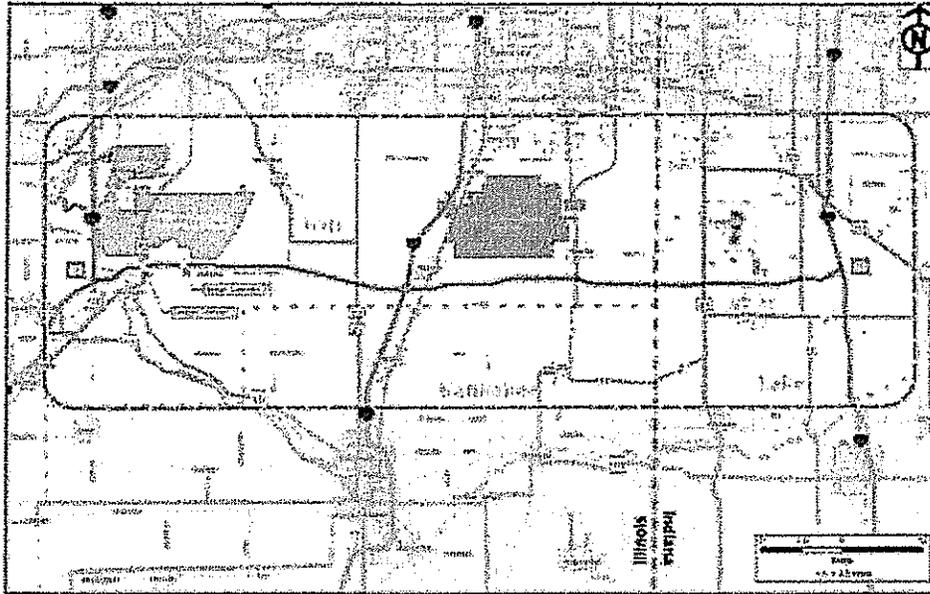
A comprehensive public outreach program is being conducted for the project using a Context Sensitive Solutions approach. Tier One included nine Corridor Planning Group meetings, well over 100 one-on-one stakeholder meetings, three rounds of public meetings, formal public hearings, as well as a project website ([IllianaCorridor.org](http://IllianaCorridor.org)) that included an interactive corridor map and a library of all documents and meeting presentation material. Through this outreach, stakeholders were involved in every aspect of the decision making process, including the definition of transportation needs, the project Purpose and Need, alternatives development, and alternatives evaluation, and selection of a preferred alternative.

In January 2013, the Tier One Single Document Final EIS and Record of Decision was issued identifying B3 Corridor as the selected corridor for Tier One. This single document combined Final EIS and ROD was the first to be issued in the country under the new Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) act environmental streamlining provisions. The B3 Corridor and the No Action Alternative were both advanced into Tier Two of the study. The



selected B3 Corridor is an approximately 2,000 foot wide, 47-mile long east-west oriented corridor with a western terminus of I-55 just north of the City of Wilmington in Illinois and a eastern terminus at I-65 approximately 3 miles north of State Route 2 in Indiana. Corridor B3 is depicted in the figure below.

**Tier One B3 Selected Corridor**



The B3 Corridor provides a high speed connection across Indiana and Illinois in the Study Area where no higher-capacity, multi-lane facility exists. The B3 Corridor attracts greater traffic and greater portion of long distance truck trips, due in part to its more direct east-west alignment, which can efficiently serve more long distance traffic. The B3 Corridor also minimizes environmental impacts and is the most financially feasible based upon relatively higher traffic levels and lower construction costs. Since the corridor is farther from I-80/US-30, the diversion from I-80 is mostly long distance through trips taking an alternative route, so there is less of a shift of population and employment from the South Sub-Region as traffic shifts to utilize the capacity that is opened up on I-80 and US-30.

In summary, the Corridor B3 offers many benefits, including:

- Reducing the strain of truck traffic on local roads, improving safety, cutting commuting times and reducing congestion.
- Improving accessibility to one of the largest intermodal freight areas in America and the proposed South Suburban Airport.



- Value of travel time savings in the region up to \$5 billion over a 75 year life.
- Reducing vehicle miles of travel on arterial roads in study area by up to 26 million miles annually.
- Environmentally, it will help by reducing the number of miles traveled and hours and fuel wasted due to cars and trucks caught in traffic.
- Serving as a backbone for local planning of many other land use needs in this area of dynamic growth by connecting communities.
- Stimulating and supporting sustainable features such as open spaces, transit, greenways, recreation, water quality, wildlife, farmland preservation, utilities, etc.
- Providing over \$4 billion of long term, far-reaching economic output.
- Creating almost 9,000 local construction jobs immediately. The creation of almost 25,000 local jobs is projected for the long term.



## QUANTITATIVE AND QUALITATIVE EVALUATION OF THE ILLIANA CORRIDOR

According to the *CMAP Evaluation of IDOT Request to Amend the GO TO 2040 Memorandum* (April 19, 2013), CMAP staff has requested data and information regarding: socioeconomic or land use forecasts, travel demand modeling, environmental evaluation, and financial evaluation from IDOT. This data and information is being provided to CMAP staff. A summary of this data and information, and in some cases differences from what CMAP has used in their GO TO 2040 Plan development is provided below.

### Socioeconomic Forecasts

The Illiana Corridor Study has developed independent market-based population and employment forecasts. The market-based forecasts are required for use in the Illiana Corridor EIS to satisfy the requirements of the National Environmental Policy Act (NEPA) and for project level engineering design and financial analysis.

The Illiana Corridor market-based forecasts were developed consistent with FHWA guidance<sup>2</sup>, and the methodology used for the development of the Illiana Corridor Study market-based population and employment forecasts were approved by CMAP staff in accordance with the *CMAP Forecasting Principles* (April 2011). These market-based forecasts were developed by a subconsultant (The al Chalabi Group) who has 40 years of experience in the development of socioeconomic forecasts for this region for major transportation infrastructure projects, including previous positions at CATS and the Northeastern Illinois Planning Commission (NIPC).

The Illiana Corridor market-based forecasts were developed based on: 2010 Census data, 90 years of historic population and employment data for the region, current and previous CMAP/CATS socioeconomic forecasts, land availability for development, population holding capacity, demographic data and trends (household size, migration patterns, etc.), local land use policies, and independent Woods & Poole economic forecasts for the region. Documentation of the Illiana Corridor Study socioeconomic forecasts can be found in Appendix E of the Tier One Single Document FEIS/ROD.

The Illiana Corridor Study team coordinated with CMAP staff during Tier One, which included the development of the market-based forecasts. The regional population totals for CMAP and the Illiana Corridor study are consistent. More recently, at a February 14, 2013 Illiana Corridor Study coordination meeting between CMAP staff and IDOT, it was agreed that what was needed was to understand the differences between the CMAP GO TO 2040 and the Illiana Corridor Study forecasts, and that the Illiana project did not have to use the CMAP GO TO 2040

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<sup>2</sup> Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA, FHWA, March 2010



forecasts. IDOT has since provided CMAP staff with the detailed 2040 No Build and Build socioeconomic forecasts used in the Illiana Corridor Study, as well as geographic information system (GIS) correspondence files for the Illiana zone system. IDOT again briefed CMAP staff on the Illiana Corridor Study socioeconomic forecasts at a March 15, 2013 coordination meeting on the project.

In contrast, the CMAP GO TO 2040 socioeconomic forecasts were developed as part of the “Preferred Scenario” for the plan. These socioeconomic forecasts assume that policies will be in place and investments will be directed toward existing communities and finding opportunities to encourage new development and redevelopment in communities that are denser and designed for mixed use and transit oriented development.

The CMAP GO TO 2040 socioeconomic forecasts reflect a “policy-based plan (dealing with the investments and high-level choices that shape our region) as opposed to a land use plan (dealing with specific types of development in specific locations).”<sup>3</sup> Policy-based forecasts are designed to re-direct growth to achieve the desired outcome. Thus, these forecasts do not change even with new or improved transportation facilities.

Previous long range transportation plan efforts included meeting with each of the counties and municipalities in the region to understand their anticipated local development. This resulted in bottom-up forecasts combined with regional control totals. These previous population and employment forecasts were adopted by the region. The detailed CMAP GO TO 2040 policy-based population and employment forecasts were not provided to the counties and municipalities for review or endorsement, as they reflect high-level choices consistent with the Preferred Scenario.

The CMAP GO TO 2040 policy-based population and employment forecasts and the Illiana Corridor Study market-based population and employment forecasts were developed for different purposes. IDOT and CMAP have a long history of collaborating on major transportation projects. This includes numerous examples of the use of independent forecasts by IDOT and the Illinois State Toll Highway Authority for major project development. The GO TO 2040 Plan forecasts were not intended for project level use, as they are not a land use plan and are based on policies, rather than a market-based approach. As noted earlier, market-based forecasts are needed to satisfy NEPA requirements, such as a detailed review of direct, secondary and cumulative impacts, as well as supporting engineering design and financial planning

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<sup>3</sup> CMAP GoTo2040 Comprehensive Regional Plan, October 2010, page 26.



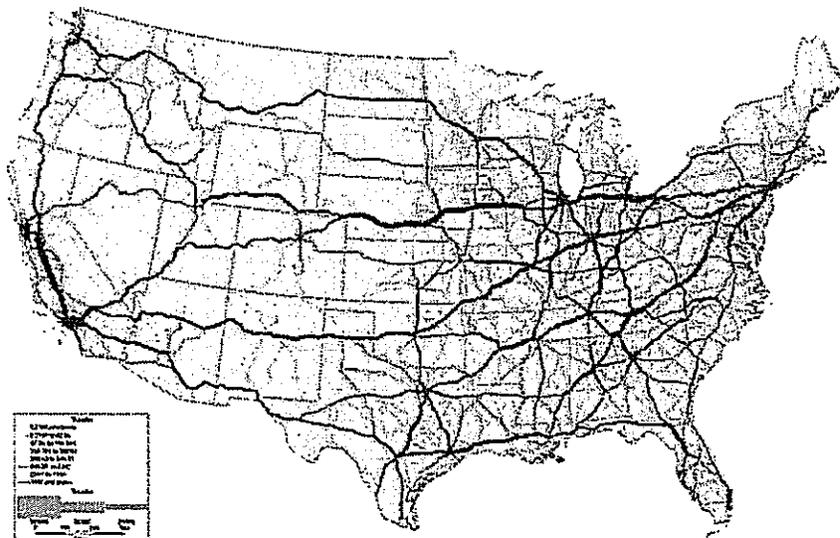
### Travel Demand Modeling

The Illiana Corridor Study spent considerable effort in developing a travel demand model for this project, as the forecasted traffic for this facility will be key measuring benefits, disclosing impacts and determining the viability of the project as a public-private partnership. The starting point for this effort was the CMAP regional travel demand model. The CMAP regional travel demand model was used to develop the internal (within the CMAP modeling area) auto trip forecasts. It should be emphasized that the socioeconomic inputs to the CMAP travel model were the Illiana Corridor Study market-based forecasts described above, rather than the CMAP GO TO 2040 forecasts.

The majority of the effort was placed in the development of new truck freight models and external auto trips (auto trips with either one or both trip ends outside the CMAP modeling area). The CMAP truck and external auto models available at the time of the development of the Illiana Corridor Study travel demand model were based on older survey data, and were static, which means the truck and external trip patterns were not sensitive to transportation network accessibility changes.

As documented in Appendix D of the Tier One Single Document FEIS/ROD, a national truck model was developed for this study based on FHWA's Freight Analysis Framework (FAF3) 2040 forecasts of national freight movement. An internal truck trip model (for truck trips less than 50 miles in length) was also developed for this project based on the FHWA's Quick Response Freight Model (QRFM) fit to the Chicago region. A model estimating external (long-distance) auto trips was also developed for the project based on the National Household Travel Survey.

**National Truck Freight Model (Assigned at a County Level)**





These new truck and external auto trip models provide improved estimation of truck freight trips, which is an important component of the traffic using the Illiana Corridor. The Illiana Corridor project team has provided the new truck models to CMAP staff. CMAP staff has also been very supportive of the project team as related to the development of these truck freight models.

In addition, the Illiana Corridor Study implemented revised tolling procedures in the traffic assignment that are more sensitive to the tolling policies being considered for the Illiana Corridor Study.

### **Environmental Evaluation**

The Illiana Corridor Study is following the federal NEPA process in the development of a Tiered EIS. The NEPA process requires the:

- Assessment of the social, economic, and environmental impacts of a proposed action or project
- Analysis of a range of reasonable alternatives to the proposed project, based on the applicants defined purpose and need for the project
- Consideration of appropriate impact mitigation: avoidance, minimization and compensation
- Interagency participation: coordination and consultation
- Public involvement including opportunities to participate and comment
- Documentation and disclosure

The Illiana Corridor Tier One Single Document FEIS/ROD documents the above as related to the selection of the 2000' wide B3 Corridor. It includes the evaluation, at a conceptual level of detail, of:

- Social and economic impacts (population and housing characteristics, economic impacts, neighborhood and community, environmental justice, public facilities, relocations, businesses to remain, local planning, transportation facilities)
- Agricultural (impacts and measures to minimize impacts)
- Cultural resources (Section 106, cultural features, archaeological resources, historic resources, area of potential effect)
- Air quality (relevant air pollutants for analysis, standards, compliance with standards, monitored air quality levels, potential project impacts and analysis to be conducted)
- Noise (criteria, methodology, potential sensitive land uses, construction noise, traffic



noise and abatement measures)

- Energy
- Natural resources (upland communities, wildlife resources, threatened and endangered species)
- Water resources and aquatic habitats (existing conditions, methodology, impacts, mitigation)
- Groundwater Resources (existing conditions, methodology, well head protection zones, groundwater quality, seeps, karst topography, mitigation)
- Floodplains (existing conditions, methodology, impacts, mitigation)
- Wetlands (existing conditions, methodology, impacts, mitigation)
- Special/Hazardous Waste (affected environment, methodology, site involvement, mitigation)
- Section 4(f) properties/parks and recreation (applicability, Section 4(f) properties, methodology, potential impacts)
- Special lands (existing conditions, methodology, impacts, mitigation)
- Permits and Certifications
- Mineral and geologic resources (existing conditions, methodology, impacts, mitigation)
- Visual resources (existing conditions, methodology, impacts mitigation)
- Indirect and cumulative impacts (methodology, scoping, geographic limits, temporal limits, environmental protection and land use control laws, ordinances, programs, study area trends, impact assessment, cumulative impacts, cause and effect relationships, mitigation)
- Construction impacts (transportation, water resources, air quality, construction noise, solid waste, utility services, energy)
- Relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity
- Irreversible and irretrievable commitment of resources

The environmental resource GIS databases used in Tier One (those not restricted by project confidentiality agreements) were provided to CMAP staff.

For the Tier Two EIS, more detailed environmental analysis will be performed based on field surveys currently being conducted.

It should also be mentioned that the Illiana Corridor Tiered EIS is being closely coordinated with federal and state resource agencies, including the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish & Wildlife, U.S. Coast Guard, U.S. Department of Agriculture, U.S. Forest Service, U.S. Energy Information Administration, U.S. Geological Survey,



Illinois Environmental Protection Agency, Illinois Historic Preservation Agency, Illinois Department of Natural Resources, Illinois Department of Agriculture, Illinois Natural History Survey, Illinois State Archaeological Survey, and other local agencies.

### Financial Evaluation

IDOT and INDOT are currently evaluating potential funding and financing strategies for implementing the Illiana Corridor. As part of this financial analysis, public-private partnerships (P3s) are being studied as a potential mechanism for use in this project given the passage of legislation in both states authorizing the use of P3 for the Illiana Corridor. One form of P3 being examined is design-build-finance-operate-maintain (DBFOM), where responsibilities for designing, building, financing, operating, and maintaining are bundled together and transferred to private sector partners.

There are a wide a variety of DBFOM agreements, especially in the degree to which financial responsibilities and risks are actually transferred to the private sector. However, all DBFOM projects are partly financed by debt leveraging revenue streams (usually tolls) dedicated to the project. Future revenues are leveraged to issue bonds or other debt that provide funds for capital and project development costs. Toll revenues are often supplemented by public sector subsidies in the form of upfront construction payments, right-of-way acquisition, or through payments made to the concessionaire during the operating period based on availability and overall performance of the facility (availability payments).

In addition, other financing strategies, such as the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program are being evaluated. The TIFIA program was created because state and local governments that were trying to finance large-scale transportation projects with tolls and other forms of user-backed revenue often had difficulty obtaining financing at reasonable rates due to the uncertainties associated with these revenue streams.

TIFIA provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. With the passage of MAP-21 in July 2012, the TIFIA program was greatly increased the lending capacity from approximately \$1 billion per year to \$10 billion per year, and increased the TIFIA participation from 33% of project costs to 49% of project costs. The Illiana Corridor Study intends to submit a TIFIA program Letter of Interest (LOI) in the upcoming months.

The Illiana Corridor Tier One EIS estimated the total construction cost (including land



acquisition, and engineering costs) at \$1.3 billion in year of expenditure (YOE) dollars assuming a 2018 completion. Given the bi-state nature of the project, the State of Illinois share of the construction cost would be three-quarters of that amount. A financial plan is being prepared that will include refinement of the Illiana Corridor's cost estimate and a recommended funding strategy that will show how there will be sufficient financial resources available to implement and complete the project.

IDOT intends on providing more financial information to CMAP as the financial plan analysis progresses. It should be noted that due to the potential for a P3 procurement for the project, some financial information will need to remain confidential in order not to jeopardize a P3 procurement and to ensure competition and innovation among the potential concessionaires.



## 2040 SUSTAINABLE PROSPERITY GOAL

The CMAP GO TO 2040 Comprehensive Regional Plan seeks to maintain and strengthen the region's position as one of the nation's few global economic centers. The 2040 Plan outlines prosperity as being driven largely by a combination of infrastructure, overall business environment, workforce, and amenities. To remain an attractive place for workers and businesses, CMAP set out six regional needs:

- Global connections that link northeast Illinois to international trade and information networks, providing economic opportunities and a broad range of jobs.

Freight movement is one of the region's key industries. Freight hubs are essential to the region's position in the business logistics system. The region is a national freight crossroads, bearing goods traffic from all directions. Over half of the truck miles traveled in Illinois begin and end somewhere else (i.e. through traffic). Our position as a transportation hub provides value-added service.

The virtue of a transportation hub is that it consolidates fragmented activity to achieve volume economies. Once this is done, the number of markets that can be connected efficiently and the quality of the service to them rises dramatically. Through traffic is one key element for a successful hub. Businesses surrounding the hub have far better freight options and performance than would otherwise be possible because of the through traffic. This greater freight service also attracts businesses, as well as aiding them to compete. Facilitated by its status as a huge metropolitan market, Chicago became one of the three main centers of inland distribution for the United States because of its excellent and robust transportation network. These factors have helped make Illinois and Indiana industry integral to global systems of trade despite being in the interior of the continent.

The Illiana Corridor adds to our region's robust freight network, providing a new east-west 47-mile long connecting three interstates (I-55, I-57, and I-65) and serving one of the largest inland intermodal facility concentrations in the country. The improved mobility and accessibility will enhance the region's standing as the nation's crossroads, rather than a bottleneck.

- A robust, diverse business community, skilled labor force, and excellent higher education system.

IDOT strongly supports a diverse, skilled labor force. It is a cornerstone of IDOT's interest in human capital development that opportunity is extended to all. The Illiana Corridor will support the region's labor force and economic development during and after its construction. Based on the economic analysis performed in the Tier One EIS,



the short-term (2013 – 2018) economic benefits of a tolled B3 Corridor include an additional 9,124 short-term jobs (in job years). In the long-term (2018 – 2048), 28,200 jobs (in job years) are expected to be generated due to the additional travel time savings provided by Corridor B3. Of these totals, Illinois can expect the creation of 6,840 short-term jobs and 21,160 long-term jobs.

In terms of improved job access, Corridor B3 will result in an increase of 18,000 more jobs that would be accessible within 30 minutes from the study area in 2040 when compared to the No Action Alternative.

In addition, IDOT has implemented the Highway Construction Career Training Program (HCCTP) which is open to women, minorities, and the disadvantaged. This program provides classroom and hands-on training in highway construction-related fields, so trainees are prepared to enter into union construction apprenticeships or to go to work for prime contractors. This program may provide increased opportunity for its graduates in the construction of the Illiana.

- Modern, well-maintained infrastructure, including transportation, energy, telecommunications, and water.

The region's competitive advantage is closely tied to the historic roles played as commercial and transportation hubs in the development of the nation. The State highway system is the backbone network that enables the quick and efficient movement of goods and products to and from markets. The Illiana Corridor will improve the region's infrastructure by providing improved a new regional east-west highway facility in the growing southern portion of the region. The Illiana Corridor will result in national and regional truck freight benefits. The Tier One EIS found that the B3 Corridor would reduce truck hours of travel by up to 12,000 hours per day in 2040 in the area south of Lake Michigan (South Sub-Region). Truck freight operational efficiencies and reduced energy inefficiencies will be gained due to saved time and quicker turn-around of truck shipments.

The Illiana Corridor also offers multi-use corridor opportunities. This includes the potential for new utilities, trails, and green connections.

- A healthy environment with ample open space and parks for recreation.

The Illiana Corridor Study is utilizing context sensitive design concepts, which include native plantings, wildlife crossings, open lands and waterway crossings, potential multimodal trails and green connections, and aesthetic local view sheds. To attain these design benefits, the Illiana design team met and consulted with the Corridor Planning Group (CPG) and Technical Task Force (TTF), which consists of counties, municipalities,



the metropolitan planning organizations (CMAP, the Kankakee Area Transportation Study, and the Northwestern Indiana Regional Planning Commission), resource agencies, and groups such as the Midewin National Tallgrass Prairie, members of the Route 66 National Byway, the Will County Forest Preserve, and the Lake County Planning Commission, among others. These discussions have resulted in feedback for a well designed, context sensitive highway that will provide both natural and aesthetic benefits when constructed.

In addition, IDOT and INDOT have committed to using sustainable design practices in development of the Illiana Corridor. This will include roadway alignments that mimic existing grades where possible, cuts and fills shaped to match slopes of existing landscape, and best management practices for stormwater, including the use of bio-swales and detention area that have a natural shape and cross section along the perimeter to promote vegetation establishment. The project has also committed to using FHWA's INVEST sustainability tool through the various phases of the project to promote sustainable design and construction practices.

As part of Tier Two, the Land Use TTF has begun establishing a multi-jurisdictional plan to coordinate land use and community plans both along the B3 Corridor and within the corridor's communities. Based on feedback to date, environmental protection and opportunities, economic development, and smart growth are recurring themes for land use planning for the area. Stimulating and supporting sustainable features such as open spaces, transit, greenways, recreation, water quality, wildlife crossings, farmland preservation, utilities, etc. are being discussed.

- Active institutions for arts and culture, along with other amenities for a high overall quality of life.

The Illiana Corridor will result in both short and long-term increases in state and local tax revenues. A nearly \$40 million increase in short-term (2013 - 2018 cumulative) state and local tax revenues, and a \$270 million increase in long-term (2018 - 2048 cumulative) state and local tax revenues are projected. These increased tax revenues can be used to improve the communities' overall quality of life.

The Illiana Land Use TTF is also serving as an initial backbone for local planning of land use needs in this area of dynamic growth to ensure the overall quality of life is maintained and enhanced.

- Government that is transparent and highly accountable.

For the two-tiered EIS, IDOT and INDOT have established a transparent, professional, and comprehensive process that includes early and ongoing outreach to stakeholders, including federal, state and local agencies and officials, organizations, land owners,



businesses, trucking associations, farm bureaus, and the general public. Stakeholders have participated in every major aspect of the study, needs, alternatives development and alternatives evaluation.

During Tier One, the CSS process included 9 Corridor Planning Group meetings, over 100 one-on-one stakeholder meetings, 3 rounds of public meetings, and formal public hearings, as well as a project website ([IllianaCorridor.org](http://IllianaCorridor.org)) that included an interactive corridor map and a library of all documents and meeting presentation material. Tier Two, begun in January 2013, has included 5 landowner meetings (850 persons attending), a first round of public meetings, a CPG meeting, a Land Use TTF meeting, and 45 one-on-one stakeholder meetings to date, and stakeholders will continue to participate in every aspect of Tier Two.



## CMAP KEY PRINCIPLES AND GOALS: THE ROLE OF THE ILLIANA CORRIDOR

The GO TO 2040 Plan has four key principles and twelve high-priority recommendations to guide planning over the next 30 years. Each recommendation is linked to one of the key principles and represents a critically important strategy for achieving clear and measurable outcomes. The four principles and their related recommendations are:

**Regional Mobility** – Address vitality of our region’s transportation system, which is crucial for economic prosperity and overall quality of life.

**Livable Communities** – Address diverse factors that together shape the qualities of life that attract people to particular communities.

**Human Capital** – Address factors that determine whether our region’s economy will thrive due to the availability of skilled workers and a climate in which business creativity can flourish.

**Efficient Governance** – Address the need for increased effectiveness of governments in the region and beyond, which is important to meet residents’ needs regarding accountability and transparency.

As a major transportation infrastructure improvement, the Illiana Corridor will primarily support the Goals, Principles and Recommendations of the CMAP Plan by providing improved regional (and local) mobility, more efficient truck freight movement, and enhancing the region’s quality of life. In less direct ways, the construction of the Illiana Corridor will support human capital development and will be a product of efficient governance. The consistency and support for these four key principles by the Illiana Corridor are summarized below.

- **Regional Mobility**

- ❖ **Invest Strategically in Transportation**

The concept of an Illiana Corridor providing a major east-west connector in the far south portions of the northeast Illinois/northwest Indiana region goes back to the early 1900s. It has since been studied in a number of forms over the last 40 years. These studies have shown benefits that include:

- Providing an alternate route for motorists travelling on the heavily trafficked I-80 Borman Corridor;
- Serving as a bypass for trucks around the congested metropolitan area highways;

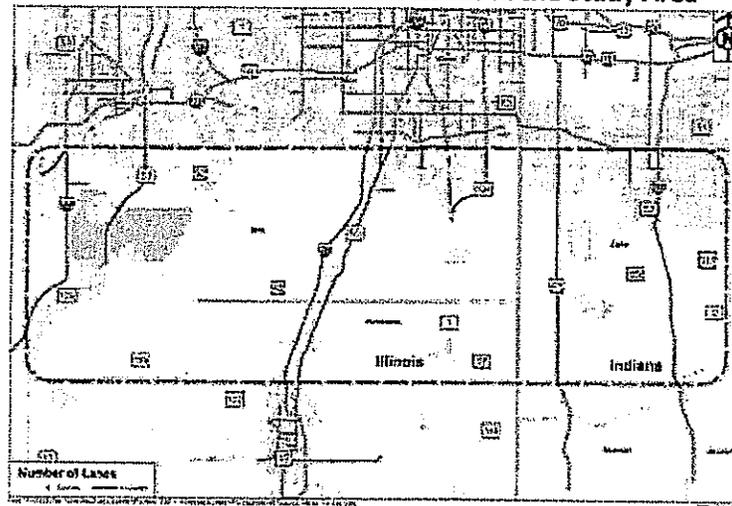


- o Improving access to one of the largest intermodal freight areas in the US;
- o Improving access to the proposed South Suburban Airport;
- o Supporting economic development in the area south of Lake Michigan (South Sub-Region); and
- o Aiding substantial job creation.

As traffic volumes on other highways in the area south of Lake Michigan (South Sub-Region) have increased, the associated congestion has resulted in travel delays as documented in the *Illiana Corridor Study Transportation System Performance Report*. These congestion delays result in economic impacts to industries that depend on the ability to efficiently move freight within and through the region, and to commuters who spend more time in traffic as they drive to their jobs in the region.

The existing roadway network in the Study Area does not include any east-west multi-lane roads, as shown in the figure below. This lack of higher roadway functional classification, multi-lane east-west roads in the Study Area result in longer distance trips using the two-lane roads that are designed primarily to provide local access.

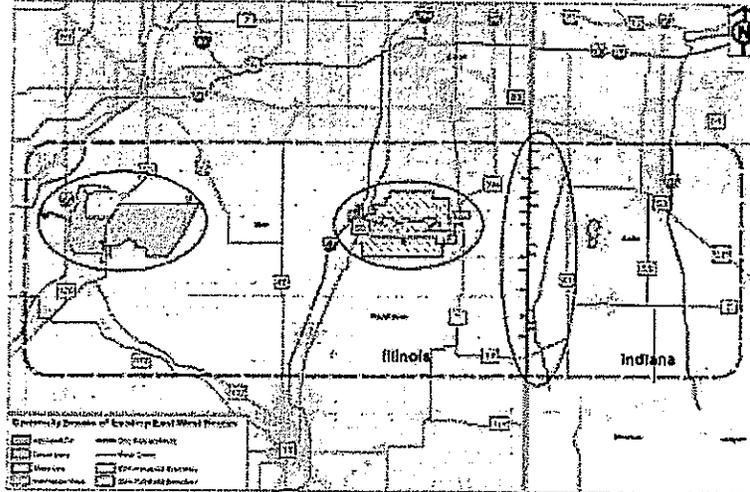
**Lack of Multi-Lane East-West Roads in the Study Area**



The existing roadway network in the Study Area lacks continuous east-west roads, due to the Midewin National Tallgrass Prairie, the proposed South Suburban Airport footprint, and the lack of continuous roads at the border between Illinois and Indiana and across West Creek, as shown in the figure below. This results in limited east-west travel options across the Study Area.



**Lack of Continuous East-West Roads in the Study Area**



Even if the Illiana Corridor is never built, the three counties that would be directly served by the Illiana Corridor are expected to grow by 66% in population between 2010 and 2040 based on Illiana Corridor Study forecasts, as shown in the table below.

**2010 – 2040 No Build Population Growth**

County	2010	2040	2010-2040 Change
Will County, IL	677,560	1,366,000	+102.0%
Kankakee County, IL	113,449	150,000	+32%
Lake County, IN	496,005	625,000	+26%
<b>Total</b>	<b>1,287,014</b>	<b>2,141,000</b>	<b>+66%</b>

Source: U.S. Census Bureau, Illiana Corridor Study

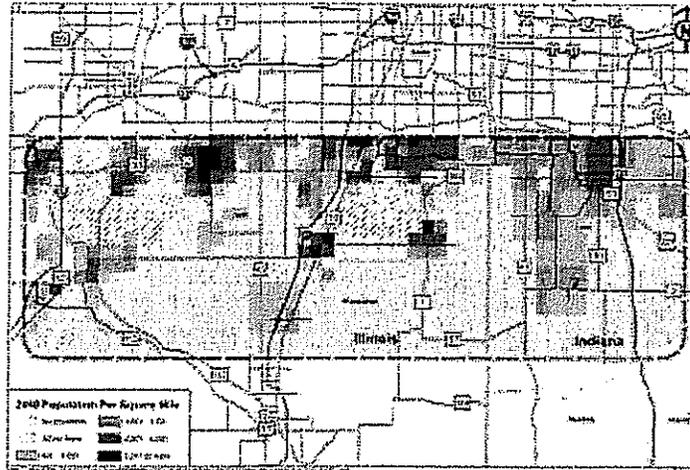
The Illiana Study Area population is expected to grow by 176% between 2010 and 2040 based on Illiana Corridor Study forecasts, as shown in the table below. The projected 2040 population density in the Study Area is shown in the figure below.

**2010 – 2040 Illiana Study Area No Build Population Growth**

Area	2010	2040	2010-2040 Change
Illiana Study Area	233,400	644,600	+176%

Source: U.S. Census Bureau, Illiana Corridor Study

**2040 Population Density in the Illiana Study Area**



The Illiana Corridor is improving mobility by serving the longer distance trips that previously used the Study Area arterial roadway network and congested regional east-west facilities, such as I-80. The net result is reduced congestion and improved travel times.

For the area south of Lake Michigan (South Sub-Region), an estimated 7 million vehicle hours of travel would be saved annually in 2040 by implementing the Illiana Corridor under a no toll scenario, with an estimated 3 to 6 million vehicle hours of travel saved under a tolled scenario.

The Illiana Corridor would also result in increased accessibility to jobs, because of the improved regional and local mobility provided by the facility. The Tier One EIS found that 18,000 more jobs (jobs expected in 2040) would be accessible with 30 minutes of the study area in 2040.

At the local level, congestion would be reduced with vehicle miles of travel on arterial streets in the Study Area reduced by over 38 million vehicle miles annually in 2040 by implementing the Illiana Corridor under a no toll scenario, with an estimated 26 million reduction in vehicle miles of travel on arterials under a tolled scenario.

The GO TO 2040 Plans says that “infrastructure investment yields economic returns via short-term job creation, but also via long-term economic productivity, largely by reducing the costs of congestion and making the region more attractive to businesses and residents.” The implementation of the Illiana Corridor would have both short and long-term economic benefits. Short-term economic benefits of implementing the Illiana Corridor include an additional 9,000 construction jobs (in job years) and an additional \$1.4 billion in short-term construction economic output. Economic output represents the productivity of the region measured by the value of goods and services produced.

In the long-term, between 34,000 and 28,000 jobs (in job years under no toll and tolled



scenarios) are expected to be generated due to the additional travel time savings provided by the Illiana Corridor. The additional long-term economic output resulting from implementation of the Illiana Corridor is estimated to be between \$4.7 and \$3.9 billion (under no toll and tolled scenarios). The long-term is defined as a 30-year period between 2018 and 2048.

In addition, other economic benefits would result from implementing the Illiana Corridor, including state and local tax revenues, and auto operating cost savings.

The GO TO 2040 Plan states that “a safe and adequate system are of paramount importance to all transportation implementers.” The Illiana Corridor is expected to improve safety by shifting longer distance traffic currently using the arterial system to the Illiana Corridor, which is a limited access facility. Arterial roads typically have approximately four times higher crash rates than limited access roadways.

The Illiana Corridor is expected to improve regional air quality by reducing congestion and improving travel speeds. As overall regional travel speeds increase, volatile organic compounds (VOC), which are the pre-cursors for ozone, decrease.

The proposed use of tolling and public-private partnerships (P3s) as a funding mechanism for the Illiana project. This is consistent with the GO TO 2040 Plan in that “making users assume more of the costs of their infrastructure use,” and that innovative financing strategies, including P3s should be pursued, noting that “in many cases P3s have demonstrated significant cost savings and enabling them would add needed flexibility to the way transportation projects are designed, constructed, financed, operated, and maintained.”

#### ❖ Increase Commitment to Public Transit

The development of the Illiana B3 Corridor has taken into consideration possible multi-use purposes for the right of way. This could include trails, utilities, and green connections. Current and future densities in the Illiana Corridor are not expected to support fixed guideway transit (rail transit). However, the Illiana Corridor would provide opportunities for use by public transit buses and intercity buses. These possibilities would include the use of the corridor to provide direct transit linkages between home and work sites located in Beecher, Peotone, Symerton and Wilmington. In addition, the corridor can be used to provide access to existing radial commuter rail lines located to the north of the corridor, as well as to potential extensions, such as the proposed rail service to the proposed South Suburban Airport and on to the Kankakee area.

#### ❖ Create a More Efficient Freight Network

The Chicago region’s competitive advantages are closely tied to its historic roles as commercial and transportation hubs in the development of the nation. The GO TO 2040 Plan says that the



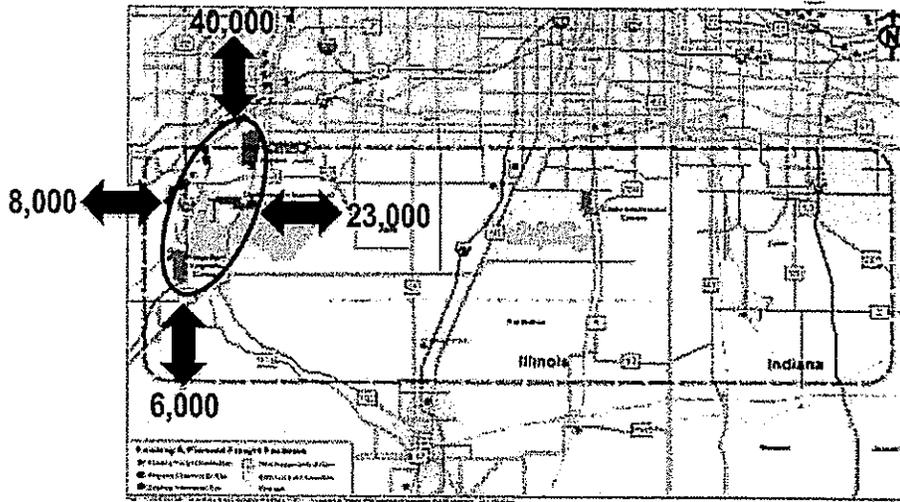
“biggest challenge to trucking is highway congestion” and that “economic efficiencies in trucking is challenged by severe congestion on interstates, arterial roads, and many collector streets.” Due to Lake Michigan, all national east-west truck freight traffic traveling in the northern portion of the country must be funneled to the I-80 corridor, as shown in the figure below.

National Truck Flows



The Study Area is also home to one of the largest container ports in the U.S., including two existing intermodal centers, CenterPoint (Elwood) and CenterPoint (Joliet), and two planned intermodal centers (RidgePort Logistics in Wilmington and CenterPoint in Crete). Estimated 2040 truck trips from the intermodal and distribution centers located in the western portion of the Study Area are shown in the figure below.

2040 Intermodal Truck Distribution





One of the major benefits of the Illiana Corridor is significant use for truck freight. The 2040 traffic projections for the Illiana Corridor show over 40,000 vehicles per day using the Illiana Corridor (assuming a free facility with no toll charge), of which over half of the vehicles would be trucks. Approximately three-quarters of the truck trips are expected to have at least one trip end outside of the Region. The GO TO 2040 Plan supports dedicated and managed truckways or truck lanes, and cites the proposed Illiana project as an example. Although the Illiana project is not expected to have dedicated truck lanes, this multimodal facility is expected to have half of its use by trucks.

If the Illiana Corridor were a tolled facility, there would be a reduction in forecasted traffic depending on the toll rates and policies used. However, it is expected that between 30% and 60% of the forecasted traffic would continue to use the Illiana Corridor if it is tolled.

As a result, the Illiana Corridor provides savings of up to 12,000 daily truck hours of travel in 2040 for a no toll scenario (or between 5,000 and 11,000 daily truck hours of travel for a range of tolled scenarios) for the area located south of Lake Michigan (South Sub-Region). This results from higher average speeds for truck trips and diversion of longer distance truck trips from local roads to higher type facilities, such as the Illiana Corridor. From an economic perspective, with truck travel time valued at \$29 per vehicle hour over a 75 year life results in up to \$9 billion in travel time savings.

The GO TO 2040 Plan states that “to keep metropolitan commerce moving and to ensure regional prosperity, the freight system might need to work under any number of future scenarios and a proactive approach to reducing congestion.” “By proactively planning for resiliency in the freight system, the region can substantially benefit by making the region “ready-to-go” for economic development opportunities that require global access or a central location for Midwest and national markets.”

- **LIVABLE COMMUNITIES**

- ❖ **Achieve Greater Livability through Land Use and Housing**

The Illiana Corridor will prove to be a strong foundation for community livability along the B3 Corridor. The municipalities along and near the corridor are long established communities that were incorporated in the late 1800s. It will provide a long needed east-west limited access facility that will improve mobility for all residents along the corridor as well as ease regional congestion and improve regional mobility. In particular, it will reduce truck traffic on local roads in the area, which has been a resounding complaint of residents in the area. The B3 Corridor also provides improved access to open natural areas like the Midewin National Tall Grass Prairie and recreational amenities, such as Cedar Lake in Indiana. Potential multi-use



benefits of the corridor will include connecting existing trails to improve trail system connectivity.

Beyond these benefits, IDOT and INDOT have made strong commitments to design and implement the project following sustainability practices to ensure a vibrant environmental and thoughtfully planned corridor. To this end, the engineering approach to the corridor has utilized context sensitive design practices, while county and community officials have initiated steps to establish a multi-jurisdictional plan to coordinate land use and community plans both along the corridor and within the corridor's communities.

As part of Tier Two, the Land Use TTF has initiated the development of a multi-jurisdictional plan to coordinate land use and community plans both along the B3 Corridor and within the corridor's communities. Based on feedback to date, environmental protection and opportunities, economic development, and smart growth are recurring themes for land use planning for the area. The GO TO 2040 Plan "strongly supports coordination between communities" as the often the best way to address planning issues. The plan also encourages counties to take a strong and significant role to lead and create collaborative groups. The Illiana project is ensuring collaborative land use planning through its Land Use TTF.

- ❖ **Manage and Conserve Water and Energy Resources**
- ❖ **Expand and Improve Parks and Open Space**

An instrumental guide to development of the Illiana Corridor has been the utilization of context sensitive design concepts that marries engineering needs with the physical environment. Design concepts that avoid disruption to natural areas or blend the silhouette of the highway into the landscape to reduce visual discontinuity are being incorporated, where possible, to make the expressway less intrusive to both nature and the traveler experience. Opportunities for context sensitive design concepts at points of connection between the roadway and natural areas, such as waterways, forest preserves and natural open spaces, including the Midewin National Tallgrass Prairie, are also being identified. In addition, the corridor plan looks at the linkage of human activities that intersect with the corridor on trails and at recreational areas.

The Illiana Corridor Study also commits to developing a sustainable transportation solution, as documented in the Purpose Statement in the Purpose and Need Statement in the EIS. In addition, IDOT and INDOT have committed to using sustainable design practices in development of the Illiana Corridor. This will include roadway alignments that mimic existing grades where possible, cuts and fills shaped to match slopes of existing landscape, and best management practices for stormwater, including the use of bio-swales and detention areas that have a natural shape and cross section along the perimeter to promote vegetation establishment. This is consistent with the GO TO 2040 Plan that recommends that "all governmental bodies that undertake construction activities should implement policies that require the use of site-appropriate green infrastructure practices for stormwater management.



The project has also committed to using FHWA’s INVEST sustainability tool through the various phases of the project to promote sustainable design and construction practices.

The Illiana Land Use TTF is also serving as an initial backbone for local planning of land use needs in this area of dynamic growth to ensure the overall quality of life is maintained and enhanced. Stimulating and supporting sustainable features such as open spaces, transit, greenways, recreation, water quality, wildlife crossings, farmland preservation, utilities, etc. are being discussed.

❖ **Promote Sustainable Local Food**

The Illiana B3 Corridor can improve farm-to-market access for Will County farmers by providing a high-speed east-west route through Will County, and reducing traffic congestion on local roads.

• **HUMAN CAPITAL**

❖ **Improve Education and Workforce Development**

❖ **Support Economic Innovation**

The benefits to the Human Capital goals of the region are broad. The construction of the Illiana will help spur growth within the region along the I-80 Corridor and in northern Will County. These benefits can be summarized as:

- Expanding employment opportunities outlined in CMAP’s Sustainable Prosperity goal,
- Increasing short-term and long-term employment opportunities in the region,
- Increasing the number of jobs accessible to home locations.

A key component of all these benefits is the strategic nature of the investment to support logistic operations in the region. Logistics is identified as a core “cluster” industry for northeast Illinois in the GO TO 2040 Plan. As one of the driving economic forces in the metropolitan area, both historically and in the future, logistics activities centered at the crossroads of I-55 and I-80 will provide a powerful job creating force for all residents.

The Illiana study area also includes Governors State University in University Park, which is becoming a four-year university beginning with the freshmen class of 2014-2015. The Illiana Corridor will increase accessibility to this and other educational institutions in the area.

In addition, IDOT has a number of human capital program initiatives, including a Highway



Construction Careers Training program, an Engineering Technician Training Program, and the Diversity in Engineering Scholarship Program, along with collaboration with educational institutions, workforce boards, and industry and labor representatives that may provide new opportunities for training and developing skills when the construction of the Illiana begins. The GO TO 2040 Plan supports these types of workforce development programs

- **EFFICIENT GOVERNANCE**

- ❖ Reform State and Local Tax Policy – No Impact
- ❖ Improve Access to Information – No Impact
- ❖ Pursue Coordinated Investments

In the CMAP region, Will County has initiated a partnering with Beecher, Manhattan, Peotone, Symerton, and Wilmington to establish a corridor planning team to coordinate land use and community planning activities in the corridor. In April 2013, a series of land use coordination meetings began. These meetings included outreach to all members of the Illiana Corridor Planning Group (CPG) as well as focused contacts with all communities responsible for land use planning within the Illiana B3 corridor. The purpose of these meetings is to identify a wide variety of land development concepts and to identify potential best practice strategies that the land use authorities can utilize to develop, protect and improve the corridor and their individual communities.

As part of this coordination with impacted communities and interest groups, various interchange options at IL 53 are being studied. Local officials and Route 53 Study participants have expressed concern about visual impacts of the Illiana Corridor on the historic qualities of the US 66 National Byway. Industrial development potential is also being considered in the IL 53 interchange assessment. The options range from no interchange, an interchange at IL 53, and an off-set IL 53 interchange options located to the east of IL 53.

As noted in the CMAP GO TO 2040 Plan, one size does not fit all. Along this corridor, there is interest in economic development, natural resource protection, sustainability tactics and smart growth concepts for community development. The corridor is not homogeneous in their aspirations and their settings. From East to West, Illinois communities include:

- Beecher
- Peotone
- Manhattan
- Symerton
- Wilmington

The Illiana Corridor is generally located at the edge of development in the region. The Tier One



EIS documented the extreme difficulty in locating such a facility closer in, because much of the land is already developed and the displacements and environmental impacts would be substantial.

With the location of the Illiana Corridor at the edge of development in the region, it could be used in part as an easily understood boundary for development for the region. Within the Illiana Corridor, CMAP and NIRPC together with the local jurisdictions could help synchronize development so that it is contiguous and is supported by the necessary roads, sewers, and other infrastructure. The Illiana Corridor can be used to develop a balanced approach that encourages and directs development to areas that promote efficiency and accessibility to jobs and other destinations, and at the same time provide opportunities for green infrastructure.

The Tier Two portion of the Illiana EIS has been built on the concepts of coordinated, cooperative and comprehensive planning that were established in Tier One. IDOT and INDOT have directed a massive planning and coordination effort that has outreached and nurtured coordinated planning with federal, state and local government agencies, with special interest groups representing environmental and economic issues, with landowners and with the general public.

Existing regional, county and local community plans have been assembled and are being considered when selecting the best corridor alignment during Tier Two work. A series of land use and context sensitive design meetings have been undertaken to ensure all development and corridor design alternatives are put forward for consideration. Specific, context sensitive design discussions have occurred with the Midewin National Tallgrass Prairie staff as well as supporters of the Route 66 Historic Byway.



## GO TO 2040 PROJECT EVALUATION ANALYSIS

In the GO TO 2040 Plan, the Illiana Expressway was described as “ranging from 4 to 6 lanes, from I-55 south of Joliet extending east into Indiana to I-65. The corridor length was estimated at 56 miles. Intermediate interchanges were planned at: IL 53, US 52, US 45, I-57, South Suburban Airport, IL 1/IL 394, and US 41.”<sup>4</sup>

More recently, the Illiana Corridor Study Tier One FEIS identified the selected B3 corridor as a four-lane expressway facility running west from I-55 near Wilmington and extending east to I-65 in Indiana. The total corridor length is 47 miles, of which 35 miles is in the State of Illinois. Intermediate interchanges are proposed at IL 53, US 45/52, I-57, IL 1, US 41, and SR 55. Potential future interchanges at South Cedar Road, IL 50 and South Ashland Avenue/IL 394 extended are also being considered.

The CMAP GO TO 2040 project evaluation is shown below.

CMAP GO TO 2040 Major Capital Projects: Illiana Expressway Project Evaluation<sup>2</sup>

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,795	5,900
	Total income in region	\$412,734,000,000	\$199,000,000
	Gross Regional Product	\$626,826,000,000	\$291,000,000
Congestion	Average Speed	n/a	50
	Hours of congestion east/west	3,536,881	4,000
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.35	-0.08
Mode share	Total trips, auto	29,322,026	11,000
	Total trips, transit	3,306,482	-9,000
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,300
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63,554	-0.080
	Daily emissions of NOx, tons	50,937	0.150
	Annual emissions of direct PM, tons	1,020.4	3.0
	Annual emissions of NOx, tons	20,187	69
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	14,000
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	467
	...as % of total impacted subzones	n/a	19%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,050
	...as % of total impacted subzones	n/a	44%
Peak period utilization	One-Way Traffic Volumes	n/a	4,300
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	n/a

\*\* Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling “noise” that occurs whenever the modeling network is modified. In other words, these results are not significant.

<sup>4</sup> CMAP GO TO 2040 Major Capital Projects, Originally drafted February 2010; updated October 2010, page 94.



The following sections summarize the Illiana B3 Corridor performance for these evaluation measures based on the results of the Illiana Corridor Study regional travel model and economic analysis from the Tier One EIS. The Tier One FEIS Appendix D documents the Illiana Corridor Study travel forecasting model, and Appendix E documents the market-based population and employment forecasts used as input to the travel forecasting model. The methodology used for the development of the Illiana Corridor Study market-based population and employment forecasts were approved by CMAP. The market-based forecasts were required for use in Illiana Corridor EIS to be consistent with FHWA guidance, and to provide the basis for both engineering design and financial analyses that require forecasts that reflect trends and market realities, are comparable to independent forecasts, and appear reasonable and achievable.

The CMAP GO TO 2040 population and employment forecasts were not used for the Illiana Corridor Study, as they reflect a “policy-based plan (dealing with the investments and high-level choices that shape our region) as opposed to a land use plan (dealing with specific types of development in specific locations).”<sup>5</sup>

- **Long Term Economic Development**

Based on the economic analysis performed for the Illiana Corridor Tier One FEIS<sup>6</sup>, the short-term (2013 – 2018) economic benefits of a tolled B3 Corridor include an additional 9,100 short-term jobs (in job years). In the long-term (2018 – 2048), 28,218 jobs (in job years) are expected to be generated due to the additional travel time savings provided by Corridor B3. Of these totals, Illinois can expect the creation of 6,840 short-term jobs and 21,200 long-term jobs (based on a 75-25 percent split between Illinois and Indiana).

Based on the Tier One FEIS, economic output, as represented by the productivity of the region measured by the value of goods and services produced, will experience a \$1.4 billion gain in short-term (2013-2018) output with the construction of the Illiana. In the long-term (2018 – 2048), the additional economic output resulting from implementation of the B3 Corridor is estimated to be \$3.9 billion.

In terms of state and local tax impacts, the Illiana Corridor Tier One FEIS estimates an additional \$49 million in short-term (2013 – 2018) construction economic output. In the long-term (2018 – 2048), the additional economic output resulting from implementation of the B3 Corridor is estimated to be \$271 million.

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<sup>5</sup> CMAP GoTo2040 Comprehensive Regional Plan, October 2010, page 26.

<sup>6</sup> Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, pages 3-33 to 3-47.



- **Congestion**

In terms of total travel time, the Tier Two Illiana Corridor Study regional travel model output for a tolled B3 Corridor show a savings of 9,100 vehicle hours of travel per day in 2040 (or over 3 million annually) versus a No Build outcome.

In terms of delay experienced, Corridor B3 showed a decrease of 5,900 vehicle hours of delay per day in 2040 (or 2 million annually), and a decrease of 642,000 congested vehicle miles of travel per day in 2040 (or 234 million annually) versus the No Build option.

- **Work Trip Commute Time**

The Tier Two Illiana Corridor Study regional travel model findings for a tolled B3 Corridor show a decrease of 6,800 auto vehicle hours of travel per day in 2040 versus the No Build. Work trips typically comprise 15% to 20% of total person trips.

- **Mode Share**

Minor impacts to regional mode share are expected with a tolled B3 Corridor. With improvements to highway travel times in the South of the Lake region, some improvement to bus speeds and auto access to transit may result.

- **Jobs-Housing Access**

Corridor B3 will result in an increase of 18,000 more jobs that would be accessible within 30 minutes from the study area in 2040 as compared to the No Build option. This finding is based on the Illiana Corridor 2040 employment forecast used in the Illiana Corridor Tier One FEIS<sup>7</sup>.

- **Air Quality**

An air quality analysis was not performed during Tier One due to the conceptual level of detail utilized for the EIS. It is anticipated that Volatile Organic Compound (VOCs) emissions, which are ozone precursors, would decrease as a result of the B3 Corridor, and Nitrogen Oxides (NOx) emissions would increase based on typical regional emissions curves for these pollutants. . A project level air quality emissions analysis will be performed for the Tier Two EIS using the MOVES model.

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<sup>7</sup> Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, pages 2-44 to 2-49.



- **Energy Use**

Construction of the B3 Corridor will result in transportation system efficiencies; thereby reducing vehicle stopping and slowing conditions based on the findings in the Illiana Corridor Tier One FEIS<sup>8</sup>. This would result in less direct and indirect vehicle operational energy consumption versus the No Build option.

- **Natural Resource Preservation**

Tier Two of the Illiana Corridor Study is quantifying the environmental impacts based on field surveys and more detailed analyses. In addition, the project team is refining the alignment to avoid, minimize, and mitigate impacts. Potential Tier Two impact and minimization measures are described in the Record of Decision<sup>9</sup>. For example, wetland compensatory mitigation strategies will be developed during Tier Two that would apply established ratios for compensation commensurate with required impacted wetlands.

- **Infill and Re-Investment**

The area south of Lake Michigan (South Sub-Region) includes regional transportation facilities such as I-80, the Indiana Toll Road, and portions of I-55, I-57, and I-65. The northern portion of the South Sub-Region that includes I-80 is developing and is expected to reach holding capacity before 2040 based on the Illiana Corridor Study forecasts.

In support of infill and redevelopment, the Tier Two of the Illiana Corridor Study is facilitating land use planning for the B3 corridor with affected local jurisdictions and agencies. Three land use planning workshops are being conducted during Tier Two to facilitate planning for future corridor development. In Illinois, support for local planning reviews is targeted at Beecher, Peotone, Symerton, and Wilmington. Based on feedback to date, environmental protection and opportunities, economic development, and smart growth are recurring themes for land use planning for the area.

- **Peak Period Utilization**

The Tier Two Illiana Corridor Study regional travel model findings for a tolled B3 Corridor show year 2040 traffic ranging between 28,500 and 13,300 vehicles per day. Peak hour traffic is typically 8% to 10% of daily traffic and two-hour peak period traffic would be approximately double that.

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<sup>8</sup> Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, page 3-164.

<sup>9</sup> Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, pages 25 to 36.



- **Cost Consideration**

The CMAP GO TO 2040 Plan states that for the Illiana project “total construction cost (2009\$) is estimated at \$2,870,000,000 for a three lane roadway, broken out by section as follow: \$1,750,000,000 from I-55 to I-57 (25 miles); \$700,000,000 from I-57 to IL 394 (10 miles); and \$420,000,000 from IL 394 to US 41 (6 miles).”<sup>10</sup>

The Illiana Corridor Study estimates that the 47-mile long, four-lane limited access B3 Corridor total construction cost (including land acquisition, and engineering costs) will be \$1.2 billion in (2012\$) or \$1.3 billion in year of expenditure (YOE) dollars assuming a 2018 completion. Due to the bi-state nature of the project, the Illinois portion of the construction cost would be approximately \$900 million in 2012\$ or \$975 million (YOE).

- **Connectivity**

Corridor B3 will connect I-55 and I-57 in Illinois, and I-65 in Indiana, as well as IL 53, US 45/52, and IL 1 in Illinois, and US 41 and SR 55 in Indiana. In addition, B3 would enhance access to proposed Metra commuter rail stations, including the South Suburban Airport (Metra Electric) and Midewin stations. The potential also exists for future east-west transit service along the corridor as future demand grows.

- **Safety and Security**

The B3 Corridor will enhance safety by providing additional east-west limited access highway capacity, which have lower crash rates, and reducing traffic on the arterial system, which exhibits higher crash rates. It is estimated that the number of crashes would be reduced by 920 annually in 2040 under a no toll scenario and 640 crashes under a tolled scenario. Security will be enhanced by providing additional capacity to facilitate travel for evacuation, and improved travel speeds for response to incidents.

- **Bicycle and Pedestrian Accommodation**

Tier Two of the Illiana Corridor Study is facilitating land use planning for the B3 corridor with affected local jurisdictions and agencies. As part of this effort, the potential for multi-use corridor will be explored, including a multi-use trail. The multi-use trail could be along portions of the Illiana Corridor and could also connect existing and planned north-south trails.

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<sup>10</sup> CMAP GO TO 2040 Major Capital Projects, Originally drafted February 2010; updated October 2010, page 94.



- **Consistency with Sub-Regional Plans**

The Illiana project is currently in Will County's existing long range transportation and land use plans. Will County supports the Illiana Corridor (evidenced by a resolution of support for the B3 Corridor during Tier One) and is updating their land use plan to reflect the B3 Corridor.



## SUMMARY

The Illiana Corridor has been studied for decades and versions of this project have been included in previous long-range transportation plans for the region. The Illiana Corridor was also carefully examined as part of the original CMAP GO TO 2040 plan development process. The GO TO 2040 Plan references and supports funding for the Phase I engineering in the fiscally constrained project list, which demonstrates the region's support for its continued development. However, the Illiana Corridor's construction costs were on the fiscally unconstrained list, with an acknowledgement that the project could be included in the fiscally constrained list if a funding source is identified. The GO TO 2040 Plan recommended that the Phase I engineering activities begin as a high priority.

Since the adoption of the GO TO 2040 Plan, IDOT and INDOT have initiated the Phase I engineering and tiered EIS for the Illiana Corridor. The reason that IDOT is requesting a plan amendment for inclusion in the fiscally constrained long-range transportation plan in the near term, rather than waiting for the quadrennial update of the plan, scheduled for October 2014, is due to the project schedule. The Tier Two National Environmental Policy Act (NEPA) process is scheduled to conclude in early 2014. In order to receive a federal Record of Decision (ROD) for the Illiana Corridor Tier Two EIS, the project must be included in the region's fiscally constrained long-range transportation plan. In addition, IDOT and INDOT have already initiated planning for a P3 procurement for the Illiana Corridor. The inclusion of the project in the fiscally constrained long-range transportation plan will also benefit the P3 procurement process by minimizing project risk associated with completion of the NEPA process, which is a key component in pricing of a concessionaire's bid. Under a best case scenario, which includes a successful P3 procurement, construction of the Illiana Corridor would begin in 2015 and conclude by 2018, when a new Illiana Corridor facility would be open for operation.

The implementation of the Illiana Corridor will result in a number of regional and local benefits. First, will be the creation of jobs, including 9,000 short-term construction related jobs and 21,000 long-term jobs. Associated with the creation of jobs is the increased economic output resulting from implementation of the Illiana Corridor, as represented by the increased productivity of the region (measured by the value of goods and services produced). It is estimated that the Illiana Corridor will result in a \$1.4 billion gain in short-term (2013-2018) output with the construction of the Illiana. In the long-term (2018 – 2048), the additional economic output resulting from implementation of the B3 Corridor is estimated to be \$3.9 billion. In addition, the Illiana Corridor will also result in increased state and local tax revenues as a result of the increased economic output.

The Illiana Corridor project also supports the region's global connections that link northeast Illinois to national and international trade, and supports the freight movement industry, which is one of the region's key industries. The Illiana Corridor adds to our region's robust freight



network, providing a new east-west 47-mile long connecting three interstates (I-55, I-57, and I-65), providing an alternative to one of the nation's busiest east-west freight corridors, and serving one of the largest inland intermodal facility concentrations in the country. The improved mobility and accessibility will enhance the region's standing as the nation's crossroads, rather than a bottleneck.

Regardless of which regional socioeconomic forecasts are used, the region is expected to grow from 8.4 million in 2010 to just over 11 million by 2040, and Will County is expected to grow by over 500 thousand in population during that same time period. This will result in roughly a doubling of the number of vehicle trips now made, including more than a doubling of truck trips. The Illiana Corridor is expected to save 9,100 vehicle hours of travel per day in 2040 (or over 3 million regional vehicle hours of travel annually in 2040) versus a No Build outcome. The Illiana Corridor would also result in increased accessibility to jobs, because of the improved regional and local mobility provided by the facility. The Tier One EIS found that 18,000 more jobs (jobs expected in 2040) would be accessible with 30 minutes of the study area in 2040.

Another important output from the Illiana Corridor Study is the development of a more refined cost for the facility. The CMAP GO TO 2040 Plan had estimated construction costs at \$2.87 billion for a six-lane roadway (2009\$), versus the Illiana Corridor Study estimate of \$1.2 billion in (2012\$) or \$1.3 billion in year of expenditure (YOE) dollars assuming a 2018 completion for the 47-mile long, four-lane limited access facility. Given the bi-state nature of the project, the State of Illinois share of the construction cost would be approximately \$900 million in 2012\$ or \$975 million (YOE).

Safety and Security will also improve, as the Illiana Corridor will have a lower crash rate than arterial roads in the area. It is estimated that the number of crashes would be reduced by 920 annually in 2040 under a no toll scenario and 640 crashes under a tolled scenario. Security will be enhanced by providing additional capacity to facilitate travel for evacuation, and improved travel speeds for response to incidents.

Finally, the Illiana Corridor is consistent with the GO TO 2040 Plan recommendations for use of tolling and P3 financing mechanisms. Both Illinois and Indiana have passed legislation authorizing the use P3s for the Illiana Corridor, and both IDOT and INDOT are currently evaluating project funding mechanisms, which include the use of P3 and other innovative strategies, such as TIFIA credit assistance. IDOT intends on providing more project financial information as the financial analysis progresses. It should be noted that due to the potential for a P3 procurement for the project, some financial information will need to remain confidential in order not to jeopardize a P3 procurement and to ensure competition and innovation among the potential concessionaires.

In summary, approval of the inclusion of the Illiana Corridor in the fiscally constrained CMAP long range transportation plan is driven by project readiness and economic realities. The Illiana



Corridor Study is scheduled to complete its Tier Two EIS early in 2014, and the project needs to be included in the fiscally constrained long-range transportation plan before a ROD can be issued. The current implementation schedule shows completion of the P3 procurement in 2014, with construction starting in 2015 and completed in 2018. The resulting 47-mile long Illiana Corridor facility will provide direct access to regional, national and global markets for logistics firms, manufacturers, wholesalers and retailers. The Illiana Corridor will also serve the doubling of vehicle trips resulting from the expected population growth of 500,000 expected in Will County, regardless of which socioeconomic forecast is assumed. Significant economic benefits, including both short-term construction jobs, and long-term jobs and increased economic output will support the continued economic competitiveness and prosperity in the region.



# Illiana Corridor CPG/TTF Meeting #1

March 14, 2013

Tier Two



## Agenda

- Tier One Recap
- What happens in Tier Two?
- Tier Two Purpose and Need
- Identify Range of Alternatives
- Landowner Outreach
- Initial Context Sensitive Solution concepts
- Next Steps





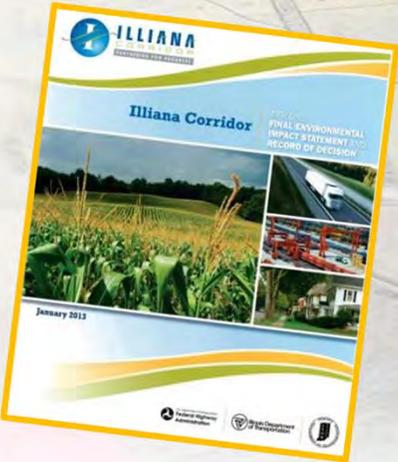
# Tier One Recap

Tier Two



## Tier One FEIS/ROD

- Tier One “Single Document” Final EIS/ROD approved January 17, 2013
- First “single document” in country approved under new MAP-21 streamlining provisions



ILLIANA  
CORRIDOR  
FINAL ENVIRONMENTAL  
IMPACT STATEMENT AND  
RECORD OF DECISION  
January 2013

ILLIANA  
CORRIDOR  
PASSING THE TEST OF TIME

IL/IN CPG/TTF Meeting  
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Financing strategies for alternatives, including toll financing/public-private partnership is a consideration.

## Single Document (Combined Final EIS/ROD): B3 and No-Action



- Less environmental impacts
- Higher travel performance
- Lower construction costs
- Greater stakeholder support



### Alternatives Carried Forward to Tier 2

Alternative B3 preferred alternative and No-Action to carry forward to Tier 2 studies. Corridor B3 has the best balance of fewer impacts to the built and natural environment, higher travel performance, greater stakeholder support, fewer constructability factors, lowest cost, and better design flexibility for avoidance and minimization of impacts as the study proceeds.

**Tier One “Single Document” Final EIS/ROD – January 17, 2013**

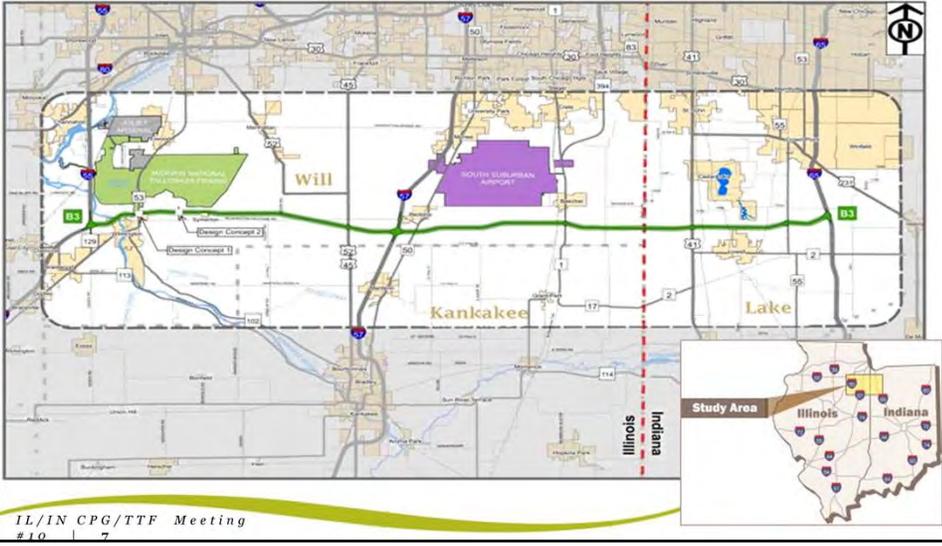
**Notice of Intent: Start of Tier Two**



## Tier Two Study Area



- 950 square mile Study Area
- Tier Two will focus on B3 Corridor



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## What is Tier Two?

- Continuation of NEPA process
- Context Sensitive Solutions
- Field study and GIS based impact assessment
- Financing strategies for alternatives

**Tier One**  
STAKEHOLDER INVOLVEMENT

Identify Transportation Needs → Develop & Evaluate Alternatives for All Modes → Select Preferred Alternative

COMPLETED JANUARY, 2013

**Tier Two**  
STAKEHOLDER INVOLVEMENT

Detailed Engineering and Environmental Studies of Preferred Alternative

COMPLETION WINTER/EARLY SPRING 2014

**Tier Two Outcome:** Preferred Alternative and environmental footprint with plan for financing

Financing strategies for alternatives, including toll financing/public-private partnership is a consideration.

**Working Alignment Measures Potential Impacts**

Tier Two

400' Working Alignment Footprint within 2000' Planning Corridor

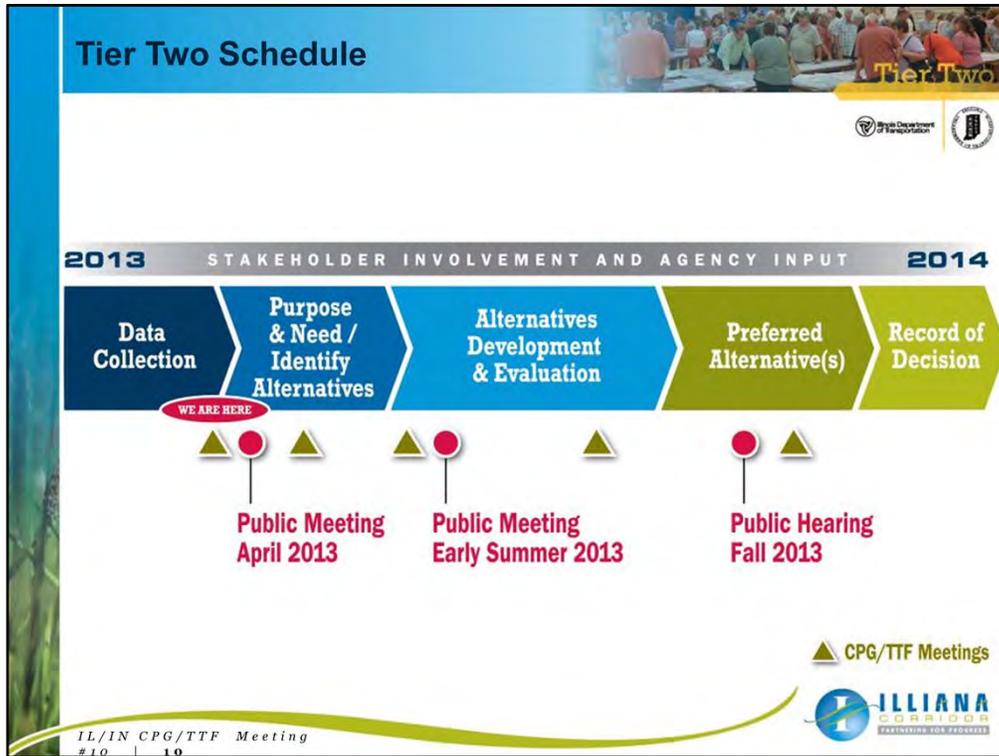
- Alignment location will move
- Actual alignment will be determined fall 2013

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POWERED BY esri

ILLIANA CORRIDOR PARTNERING FOR PROGRESS

Alignment location will move  
Actual alignment will be determined fall 2013



- Highlight major tasks in each chevron
- Stakeholder and agency involvement throughout the process
- CPG/TTF and PM schedule
- 3 workshops will be conducted
- 1:1 meetings continued

## B3 Corridor – Further studies

- Data Collection/Surveys
  - Ground
  - Environmental
  - Drainage
  - Geotechnical
  - Property Line

Interchange Types/Locations

Access and Land Use Assessment

Cross Road Connectivity Studies

Alignment Studies

Bridge/Drainage Studies

Studies of Sensitive Environmental Features

Studies of Underground Conditions

Financial Studies

Land Acquisition Studies

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Pursuing the Future

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Lot of activities leading to the final recommendation of an alignment.

## Environmental Avoidance and Minimization

- Mitigation concepts were general in Tier One
- In Tier Two, we will have more detailed and current info based on site specific surveys
- Mitigation is determined by environmental regulation, and may go above and beyond minimum requirements
  - Avoid, minimize, mitigate
  - Will be based on measured impacts from field survey results



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FACILITIES ACT PROJECT

- ***Tier One impacts were determined via best available GIS data***
- Mitigation concepts were general in Tier One (***one specific commitment re: Kankakee River***)
- In Tier Two, we will have more detailed and current info based on site specific surveys ***Wetlands, streams, T&E species, cultural (above and below ground historic resources), forest, others***
- Mitigation is determined by environmental regulation, and may go above and beyond minimum requirements  
***Avoid, minimize, mitigate***  
***Will be based on measured impacts from field survey results***

## Purpose and Need

### Major Purpose and Need points remain the same:

- Alleviate Local System Congestion and Improve Local System Mobility
- Improve Regional Mobility
- Provide for Efficient Movement of Freight



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**Purpose and Need: Updates**

- Updated to indicate **Corridor B3 as the selected alternative** of the Tier One Single Document FEIS/ROD
- Updated to indicate **the project is funded through the Tier Two EIS**, and that further coordination will be needed with CMAP and NIRPC for inclusion in their long-range regional plans
- Added **“in a manner consistent with the commitments in the Tier One Record of Decision”** to the Purpose statement

*Comments by: April 14, 2013*

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Request comments by April 14, 2013

**Give examples of minor changes:**

- Updated to indicate Corridor B3 as the selected alternative of the Tier One Single Document FEIS/ROD
- Updated to indicate the project is funded through the Tier Two EIS, and that further coordination will be needed with CMAP and NIRPC for inclusion in their long-range regional plans
- Added “in a manner consistent with the commitments in the Tier One Record of Decision” to the Purpose statement



# Identify Range of Alternatives

Tier Two



## Tier Two Range of Alternatives



- **Alternatives are anticipated to be located within the 2000 foot corridor**
- **Exceptions**
  - System Interchange areas (ex. I-55)
  - Flexibility to consider “minor excursions” of the Illiana to accommodate newly discovered impacts or to address CSS issues in a way that does not materially increase overall impacts
  - Local system improvements to accommodate access changes

*Exceptions will be coordinated with NEPA/404 agencies*



## Tier Two Range of Alternatives



- **Potential Alternatives**

- Access Alternatives
- Variations in mainline alignment – not anticipated to be corridor wide
- Interchange locations or spacing
- Other variations



## One-on-One Stakeholder Meetings

Illinois Department  
of Transportation



Met with  
**over 40 agency  
stakeholders**  
one-on-one, and  
**406 parcel  
landowners**  
since Tier One  
ROD.

MUNICIPALITIES

COUNTIES

MPOS

EMERGENCY SERVICE PROVIDERS

SCHOOL DISTRICTS

PROPERTY OWNERS

FOREST PRESERVE / PARK DISTRICTS

INTEREST GROUPS

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**One-on-One Stakeholder Meetings**

**What did we hear?**

- Input on location of interchanges
- Input on keeping roads open – emergency services, school districts, local and county highway departments (maintenance), agriculture, other local residents
- Swapping “road kept open” locations
- Adding locations of roads kept open
- Frontage roads or relocated roads also are considered
- Need for collaboration with others on land use planning

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- Input on Location of interchanges – **three additional suggestions in IL beyond what was presented in Tier One EIS (Cedar Road, IL 50, Ashland Ave)**
- Economic analysis provides the first estimate
- Stakeholder input provides additional basis for consideration
- Final determination after public hearing, will continue to seek and evaluate input
- DOT’s may acknowledge which additional locations or swaps are being considered

## Landowner Meetings

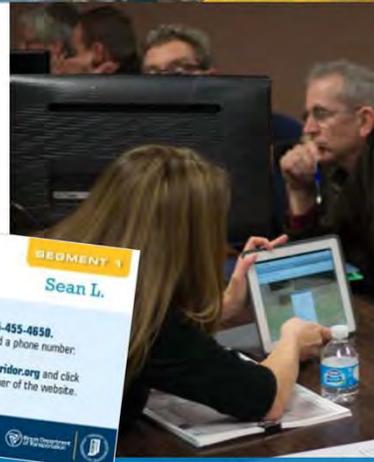
- Held **five landowner meetings** in February
- Over **850 people** participated
- Presentation and Stations
- One-on-one discussions with study team
- Met their Landowner Relations Representatives



## Landowner Meetings

### What is the purpose of the Representatives?

- Each landowner assigned a Landowner Relations Representative
- Direct personal contact throughout the process.
- The person who will provide you with **FACTS**. Quickly.



Email correspondence by visiting:  
**[www.illianacorridor.org](http://www.illianacorridor.org)**  
and click *Submit a Comment/Question*



## Surveying: Access Protocol

- Study data is important to refinement and minimization of impacts
- Team recognize sensitivity of entry
- Notifications of study work have been sent
- Advanced and post notice of work will be provided

1L/1N CPG/TTF Meeting  
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### Laws Grant Right-of Entry for Study Purposes

- Study Data is Important to Refinement and Minimization of Impacts
- IDOT and INDOT Recognize Sensitivity of Entry
- Notifications of Study Work Have Been Sent
- Study Teams Will Provide Advanced Notice of Work
- Study Teams Will Provide Post Notice of Work

## Landowner Meeting: What Did We Hear?

- Opinions on road closures and adverse travel
- Access impacts if partial property is acquired
- Farming impacts if partial property is acquired
- Discovered locations of field tiles, well and septic
- Gathered information on wetlands and flow of water
- Secondary impacts, noise, visual
- Impacts on quality of life
- Overall land acquisition process
- Some willing sellers



- ✓ Happy we involved them in the process and asked their opinions
- ✓ Sincere in the approach to the meetings



- Dave's fly through
- Address both the economic analysis
- First cut of additions/swaps based on stakeholder contact
- **NOTE: Need to solidify approach to additions/swaps in IN – IL is sorted out at this point**

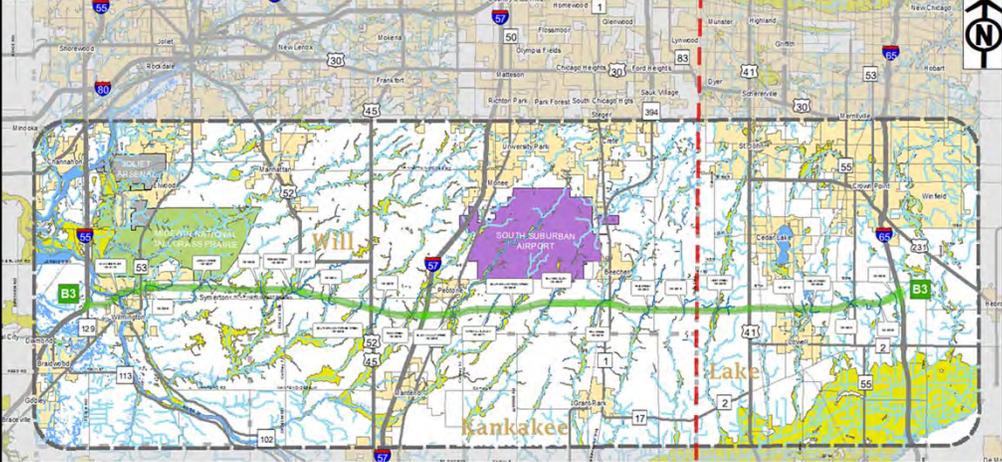


Flexible design is being sought  
Goal is to avoid, minimize impacts and mitigate

## Corridor Sustainability and Context Design

- **Midwin area** design workshop – first, but other areas will be explored
- **West Creek** and **Cedar Creek** also anticipated to need additional design input
- **Overall corridor theme(s)**
  - **Distinct areas of project - west end** (Midwin, Historic 66, Kankakee River, Wauponsee Trail); **middle** (agricultural, green infrastructure elements); **east end** (rolling terrain, streams/creeks, some wooded area, more populated)

**Context:**  
**Waters of the U.S. and regulated floodplains**



- **Environmental stewardship focus** on resource agency coordination and permit requirements
- **Recognition of resource planning** of MPOs, forest and park districts, and other local agencies

The study team is focusing on environmental stewardship thru resource agency commitments and permit requirements.

NEPA/404 Meeting 11/8/12  
Tier Two

## What is INVEST?





- FHWA's Sustainable Highway Self-Evaluation Tool – INVEST (*I*nfrastructure *V*oluntary *E*valuation *S*ustainability *T*ool)
- Web-based tool to evaluate the sustainability of projects and programs
  - Identify and recognize above-and-beyond efforts towards sustainability
  - Considers the full lifecycle of projects
  - Can evaluate System Planning, Project Development, or Operations and Maintenance
- I-LAST (*I*llinois-*L*ivable *A*nd *S*ustainable *T*ransportation)
  - Focus on sustainable results to highway projects
  - Simple and efficient method of evaluating transportation projects



IL/IN CPG/TTF Meeting #10 | 28

Will be based on measured impacts from field survey results

“System Planning” is most related to state or MPO overall planning. “Project Development” would be used on individual projects. “O&M” is related to facilities once they are built. All three have some applicability to Tier 2, but most focus will likely be on Project Development.

### I-LAST

- Focus is on practices that have the potential to bring sustainable results to highway projects
- Provides for the establishment of a simple and efficient method of evaluating transportation projects with respect to livability, sustainability, and effect on the natural environment.

NEPA/404 Meeting 11/8/12  
Tier Two

## INVEST Scorecard

- Project Development module contains six scorecard options
- The total points a project earns can be compared to a number of “achievement levels.” These achievement levels have been set initially, but have not yet been finely calibrated.

Achievement level		Fraction of Total Points Possible	Points Required				
			Paving	Basic Rural	Extended Rural	Basic Urban	Extended Urban
	Platinum	60%	34	57	69	63	76
	Gold	50%	29	48	58	53	63
	Silver	40%	23	38	46	42	50
	Bronze	30%	17	29	35	32	38

Project Development by Criteria Scorecard						
	Paving	Urban Basic	Urban Extended	Rural Basic	Rural Extended	Custom Core Criteria <sup>1</sup>
PD-1 Economic Analyses		✓				✓
PD-2 Life-Cycle Cost Analyses	✓	✓	✓	✓	✓	✓
PD-3 Context Sensitive Project Development		✓	✓	✓	✓	✓
PD-4 Highway and Traffic Safety	✓	✓	✓	✓	✓	✓
PD-5 Educational Outreach	✓	✓	✓	✓	✓	✓
PD-6 Tracking Environmental Commitments	✓	✓	✓	✓	✓	✓
PD-7 Habitat Restoration		✓	✓	✓	✓	✓
PD-8 Stormwater		✓	✓	✓	✓	✓
PD-9 Ecological Connectivity			✓	✓	✓	✓
PD-10 Pedestrian Access		✓				
PD-11 Bicycle Access		✓				
PD-12 Transit & HOV Access		✓				
PD-13 Freight Mobility			✓			✓
PD-14 ITS for System Operations		✓				
PD-15 Historical, Archaeological, and Cultural Preservation		✓		✓	✓	✓
PD-16 Scenic, Natural, or Recreational Qualities			✓	✓	✓	✓
PD-17 Energy Efficiency		✓	✓	✓	✓	✓
PD-18 Site Vegetation		✓	✓	✓	✓	✓
PD-19 Reduce and Reuse Materials	✓	✓	✓	✓	✓	✓
PD-20 Recycle Materials	✓	✓	✓	✓	✓	✓
PD-21 Earthwork Balance		✓	✓	✓	✓	✓
PD-22 Long Life Pavement Design	✓	✓	✓	✓	✓	✓
PD-23 Reduced Energy and Emissions in Pavement Materials	✓	✓	✓	✓	✓	✓
PD-24 Contractor Warranty	✓	✓	✓	✓	✓	✓
PD-25 Construction Environmental Training		✓	✓	✓	✓	✓
PD-26 Construction Equipment Emission Reduction	✓	✓	✓	✓	✓	✓
PD-27 Construction Noise Mitigation		✓	✓	✓	✓	✓
PD-28 Construction Quality Control Plan	✓	✓	✓	✓	✓	✓
PD-29 Construction Waste Management	✓	✓	✓	✓	✓	✓
<b>Total Number of Criteria in Scorecard</b>	<b>32</b>	<b>24</b>	<b>29</b>	<b>21</b>	<b>25</b>	<b>18</b>

<sup>1</sup> - Indicates the core criteria that must be included in the custom scorecard. This score may increase as more additional criteria is desired.

11/11 CPG/TTF Meeting #10 | 39

There are 5 standard scorecards plus Custom for projects that do not fit the other 5 scorecard types. The Extended Rural Scorecard would be most applicable to Illiana.

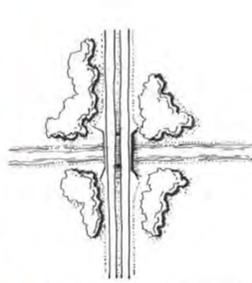
The Extended Rural Scorecard has 29 scoring criteria. The Custom Scorecard starts with a set of 19 non-negotiable, core criteria that must be included as part of the score. Additional criteria can be added as needed. There are no achievement levels associated with the Custom Scorecard.

Generally, the distinction between rural and urban should be made by an agency’s planning department. If needed, a project could use the [2010 Census Urban and Rural Classification](#) to determine the “urban” classification.

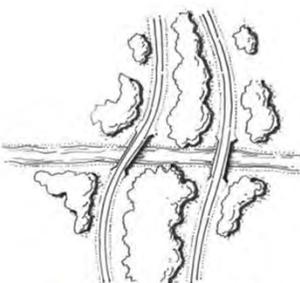


**Key Design Components Continued**

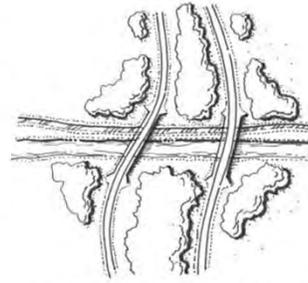
- **Introduce Intentional Alignment Meanders and Lane Pair Separations**



• Standard Alignment at Stream Crossing



• Alignment Meander and Lane Pair Separation at Stream Crossing



• Alignment Meander and Lane Pair Separation at Stream Crossing and Bicycle/Ped/Wildlife Underpass

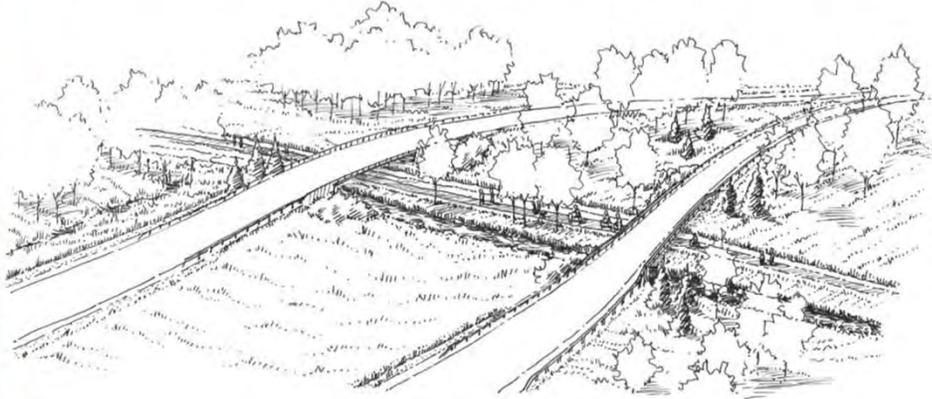


Adapt to areas within corridor.  
Flexible design is being sought  
Options 2 & 3 will be introduced in environmentally sensitive areas  
Goal is to avoid or minimize impacts



### Key Design Components Continued

- Introduce Intentional Alignment Meanders and Lane Pair Separations



# Illiana Corridor Context Design Concepts Toolbox



## Key Design Components Continued



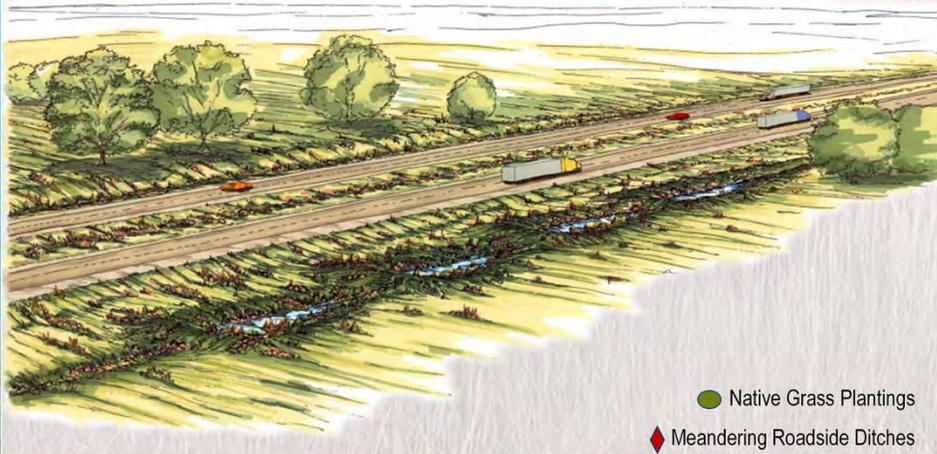
- **Naturalized/Native Planting**

- Restore diverse plant ecosystem; native grasses, wildflowers, shrubs, and trees
- Create wildlife corridors with vegetative cover that provides food source and habitat
- Stabilize graded slopes, drainageways, and ponds
- Screen objectionable views and frame and direct attention to positive views
- Soften engineered slopes which cannot meet desired grading parameters
- Vary establishment techniques; whips, cuttings, seeding and nut/seed beds



# Illiana Corridor Context Design Concepts Toolbox

Tier Two



1L/1N CPG/TTF Meeting  
#10 | 33





# Land Use Planning

Tier Two



**Corridor Land Use Planning**

Tier Two

South Department of Transportation

- The state DOTs do not control land use
- “Corridor Land Use Options” from Tier One FEIS
- Facilitation of Land Use planning meetings
- Corridor-wide solutions sought
- Preservation options to allow consideration of future transportation and non-transportation uses
- 3 corridor-wide land use planning meetings – **dates TBD**

ILLIANA CORRIDOR

IL/IN CPG/TTF Meeting #10 | 35

- Additional CPG/TTF activities have been scoped for communities directly affected by Corridor B3
- The Illiana Corridor study is offering facilitation of land use planning
- Voluntary effort – outreach to municipalities, counties and MPO’s for cooperative land use planning
- Based on ideas brought forth in Tier One EIS Appendix J----**Reference Appendix J – “Corridor Land Use Options”** from Tier One FEIS



# Public Private Partnership (P3)

Tier Two



## Driver for Jobs & Economic Development

Illiana Department  
of Transportation



Tier Two

- Need jobs now
- Many regional benefits beyond the corridor
- Funding is tight – P3 represents new investment dollars
- P3 transfers risk/cost to the private sector
- State owns the land. Private sector lease
- P3 has a public investment/public benefits

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## Deliver Local Benefits *FASTER*

Tier Two

- Short-term Jobs/Economic
  - 9,000 construction jobs (in job years)
  - \$1.4 billion in short-term construction economic output.
- Long-term Jobs/Economic
  - 28,000 jobs (in job years under tolled scenario) due to travel time savings
  - Additional long-term economic estimated to be \$3.9 billion (under tolled scenario).
- Other benefits
  - State and local tax revenues, and auto operating cost savings.
  - Reduction of tax funds needed for project
  - New funding source

Illiana Corridor  
The Greater Toll Project

IL/IN CPG/TTF Meeting  
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Economic output represents the productivity of the region measured by the value of goods and services produced.

The long-term is defined as a 30-year period between 2018 and 2048



### ***Traditional Funding with:***

- Map 21 Increased TIFIA funding
- IDOT & INDOT exploring innovative finance mechanisms to fund this project
- Public Private Partnership



With completion of the Tier Two NEPA studies, other factors may influence the project implementation strategy, such as project delivery and procurement options, as well as funding opportunities and strategies. Within the sections of independent utility for which Tier Two NEPA studies are completed, project implementation may further occur in stages based on sections of operational independence as necessitated by these other factors.

IDOT and INDOT are exploring the opportunities offered in the recent federal authorization for MAP 21. They are also considering traditional implementation options and new ones that emerge from public private partnership programs.

## Examples of P3

- Presidio Parkway (California)**
  - Recognized by FHWA as a National Model
  - 18% of contracts awarded to San-Fran based certified SBAs
  - Frees up state funds while improving aging infrastructure
- I-595 (Florida)**
  - Estimate with traditional funding: 20 years; estimate with P3 funding: 5 years
  - Estimated 30,000 local jobs
  - Estimated \$1 million per day injected into local South Florida economy
- Ohio River Bridge (Indiana/Kentucky)**
  - Created 4,000 local jobs
  - 10% DBE contractors
  - Significant less impact on states' debt load and credit rating
  - Secure private-sector funding backed by state funding and toll revenues

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Presidio – phase II was P3 netting \$91 million to concessionaire upon completion. Faced with an aging infrastructure and a significant budget deficit, the State of California needs innovation in project financing to help provide for the future of its infrastructure.

I-595 (FL) -- In 1991, Florida recognized the need to infuse private resources into its highway construction projects, as well as the need to provide “safe, convenient, and economical transportation facilities” to the general public by implementing P3 in many FDOT projects

Ohio River Bridge – KY used tax exempt toll bonds; IN used payment concession model.

## Bi-State Outreach on P3



- Starting P3 consideration with outreach
- P3 industry participants
- Agencies
- Construction/Engineering/Labor Industries
- Local Government
- General Public

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Just as we have integrated other activities we will continue to integrate the P3 considerations

## P3 FAQ's



- How can this be a public project when private investors may be involved?
- Why doesn't the DOT just build it?



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- #1. The land and the roadway are owned by the State, and leased to the P3 vendor.  
Funding Source
- #2. No funding source

## P3 Development Steps



# Overall Illiana Corridor Schedule





**Corridor Planning and Task Force Groups**

- **Task Force Workshop #1 —April 2, 2013**
  - Corridor Sustainability and Context Design
  - Land Use
- **Task Force Workshop #2 — Mid-April**
  - Recap and Finalize
- **CPG/TTF Meeting #2 — April 24, 2013**

**NOTE: We will aim to have a date solidified in time to insert into the PPT next week.**

Groups:

- **CSS**
  - Need to obtain input on the overall look and feel of the Illiana Corridor. Development of a corridor wide theme and thematic elements.
- **Land Use**
  - Need to get local land use jurisdictions to adopt the Illiana in their land use or comprehensive plans.
  - Invitations to the Task Force meeting will be forth coming for a date later in the month.
  - This Task Force should consist of folks who can provide educated input and make decisions about demographics data, land use policies, plans and implementation.

## Next Steps

- Gather input and additional technical findings
- Land surveys continue
- Property owner on-site meetings



Tier Two Public Meeting #1:  
April 16<sup>th</sup> INDIANA  
April 18<sup>th</sup> ILLINOIS

IL/IN CPG/TTF Meeting  
#10 | 47





## **Illiana Corridor Tier Two Corridor Planning Group (CPG) / Technical Task Force (TTF) Meeting #1 Summary March 14, 2013**

### **CPG/TTF Meeting #1:**

The first CPG/TTF meeting for Tier Two was held on March 14, 2013 at the Will County Atrium in Peotone, Illinois from 1:00-3:00 PM.

The meeting included a PowerPoint presentation, which was used to recap Tier One, explain what will happen in Tier Two (Purpose and Need, alternatives, landowner outreach, CSS, next steps). To announce the March 14, 2013 CPG/TTF Meeting #1, an email invitation was sent on March 4, 2013.

The meeting was attended by 63 participants, 59 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and four observers.

### **Tier One Recap:**

Tier One "Single Document" Final EIS/ROD was approved on January 17, 2013, thus ending Tier One and beginning Tier Two. This was the first "single document" in the country approved under new MAP-21 streamlining provisions. The two alternatives determined in Tier One were B3 and "No-Action." B3 was selected as an alternative because it has less environmental impacts, higher travel performance, lower construction costs and greater stakeholder support. These alternatives will be carried forward to Tier Two.

### **Tier Two:**

Tier Two will focus on a 950 square mile study area, the continuation of the NEPA process, Context Sensitive Solutions (CSS), a field study and GIS-based impact assessment and financing strategies with the goal of a preferred alternative and environmental footprint and financing plan. A "Tier Two" schedule was presented, identifying the public involvement/NEPA process timeline.

B3 was presented as being IDOT's -- as well as the Midwest's -- first P3 project that will be either "Design-Build" or "Design-Build-Operate-Maintain." All options (including No-Build) are being analyzed. IDOT presented that with P3, it is a good time to take advantage of TFIA loans for private investors.

### **Next Steps:**

Tier Two next steps include Task Force Workshop #1 (April 2, 2013-tentative), which will cover corridor sustainability and context design and land use; and Task Force Workshop #2 (mid-April), which will recap and finalize; and CPG/TTF Meeting #2 (April 24, 2013-tentative); and two public



meetings #1 (April 16 in Indiana and April 18 in Illinois), which will be preceded by additional input and technical findings, land surveys and property owner meetings.

## Questions and Comments

During the CPG/TTF meeting held on March 14, 2013, representatives from local communities and agencies provided comments and/or questions on the development of the Illiana Corridor. Among the topics covered were the following (answers provided by IDOT are in parentheses):

- The estimated overall cost (\$1.3 billion for P3 “Design-Build”)
- The change of zoning for partially-acquired properties (County and/or township (not IDOT/INDOT) will give variance, which is part of the land acquisition process)
- Numbers used in calculating current congestion to justify B3 (Numbers are available for the 950 square mile study area and are available online)
- Next steps in the property study (Environmental surveys, archeological surveys, geo-tech surveys, how to notify land trustees, ground surveys, appraisals)
- Interchange assessments/road closures (Analyze overall costs and delays, cost of utilities, impact to stakeholders, response time calculations, opportunities to change access according to future planning)
- Which stakeholders have provided input (to narrow the alternatives) thus far in the process? (There were 40 meetings with all of the townships affected and approximately 850 landowners. IDOT/INDOT are still in the process of reaching out and a final alternative has not been determined, so there is still time for input)
- Land use plans/projections and road closures (specifically Egyptian Trail, which is a gravel road). Who pays for upgrade? (IDOT/INDOT are not planning land-use for municipalities; opening/closing of roads and interchanges are based on the 40-year projected land-use plans. IDOT/INDOT bases upgrades/roads/interchanges on these projections, not vice-versa. It is done on a case-by-case basis)
- Landowner 24-hour notification process/conflicts (Surveyors will work with landowners on this process, which has worked very well thus far)
- Opportunities for jurisdictions to get funding for land use (IDOT/INDOT has not identified that yet, will provide possible funding sources)
- Will there be help with local municipalities’ land use planning and/or planning workshops? (Land-use planning is not the role of IDOT/INDOT, but they will offer their contractor’s (PB’s) assistance in helping with land use planning. They will meet with communities on future land use planning and use that for input into the corridor-wide plan. IDOT/INDOT is not driving land use, rather they are helping locally as needed. NIPC and CMAP also play a big role in land use planning)
- RFP release (RFP will coincide with Tier 2 ROD)
- Dates and locations of first public meetings (April 16 in Indiana, April 18 in Illinois, 5- 8 pm, locations TBD)



- Calculations of people/stakeholders not in favor (Those calculations are available online and a “No-Build” option still remains an alternative. Either way, now is the time to resolve/discuss issues).

Representatives from the study team were able to provide responses to each question/concern voiced and differentiated between policies within Illinois and Indiana, where applicable. When the presentation and Q&A concluded, attendees were able to view printed and digital maps at four separate stations and ask specific questions from PB and IDOT/INDOT representatives.

# Land Use Technical Task Force #1

April 10, 2013

Tier Two

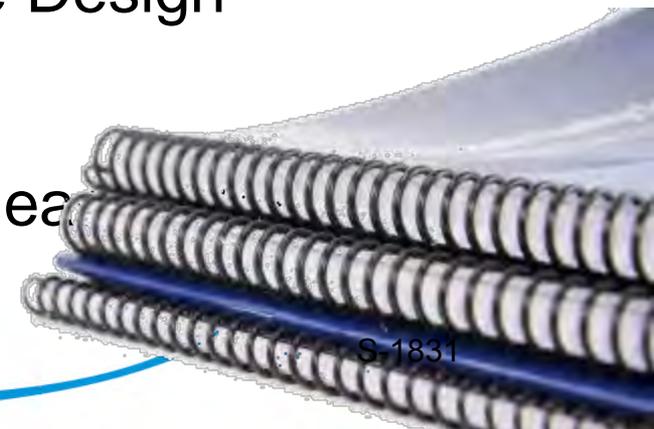


# LAND USE TTF - Overview

Tier Two



- **3 TTF Meetings Scheduled**
  - ✓ April 10, 2013
  - ✓ April 30, 2013
  - ✓ May 30, 2013
- **Purpose of the TTF Meetings**
  - ✓ Identify Land Use Opportunities and Challenges
  - ✓ Identify Key Land Development Themes for Local Land Use Agencies Consideration
  - ✓ Identify Ideas for Development Along Corridor
  - ✓ Get Feedback on Context Sensitive Design Concepts
  - ✓ Explore Best Practice Concepts
  - ✓ Provide Thoughts, Concepts and Ideas for Continued Planning



# OVERVIEW OF TODAY'S MEETING AGENDA

Tier Two



- **Provide Background about Corridor**
  - ✓ Review of Current and Projected Growth Trends (Population, Employment, Land Use)
- **Small Group Session –**
  - ✓ Land Use Opportunities & Challenges
- **Small Group Session –**
  - ✓ Corridor Development Themes & Vision
- **Small Group Report-Out**



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# Current and Forecasted Trends

Tier Two



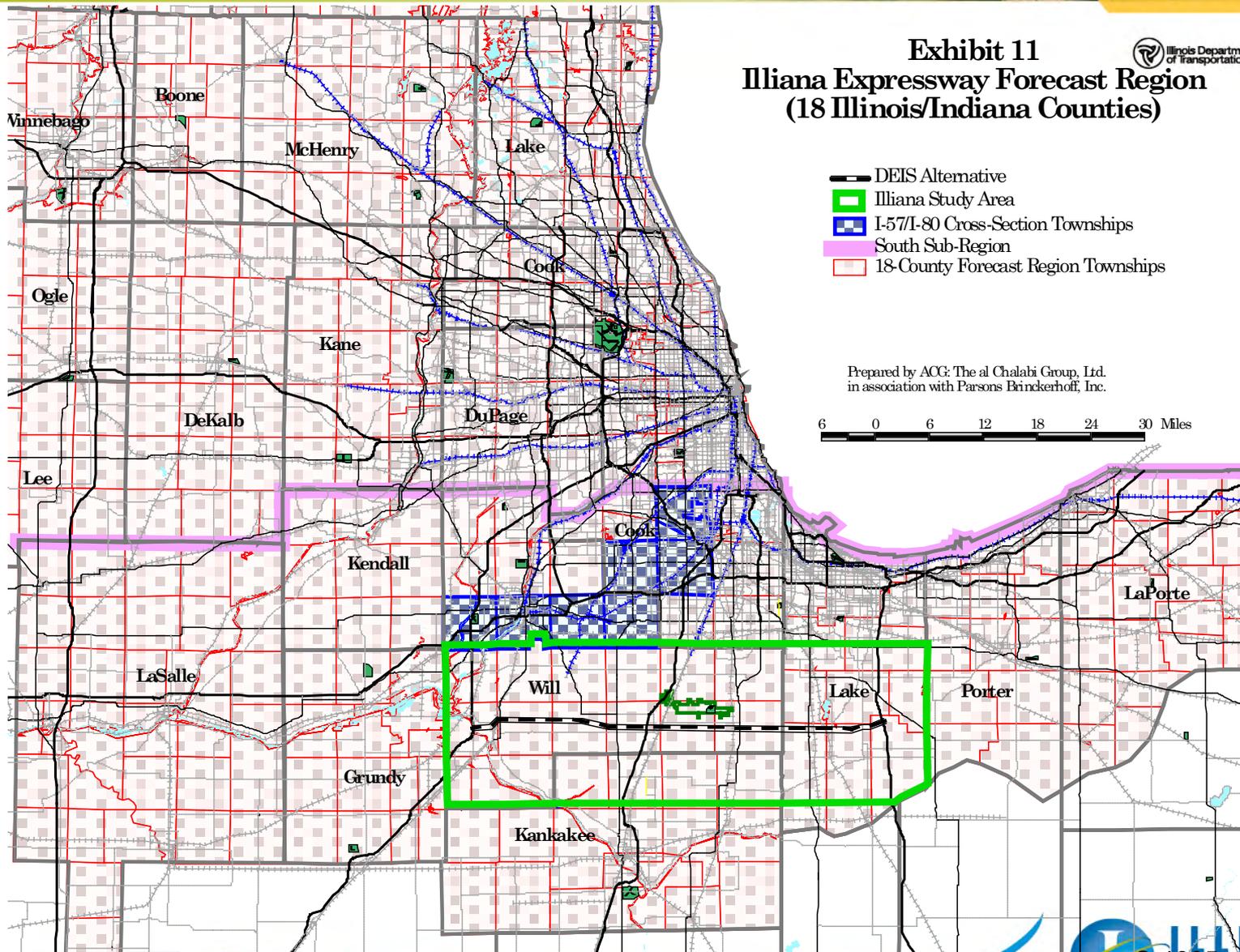
# OVERVIEW OF TRENDS

Tier Two

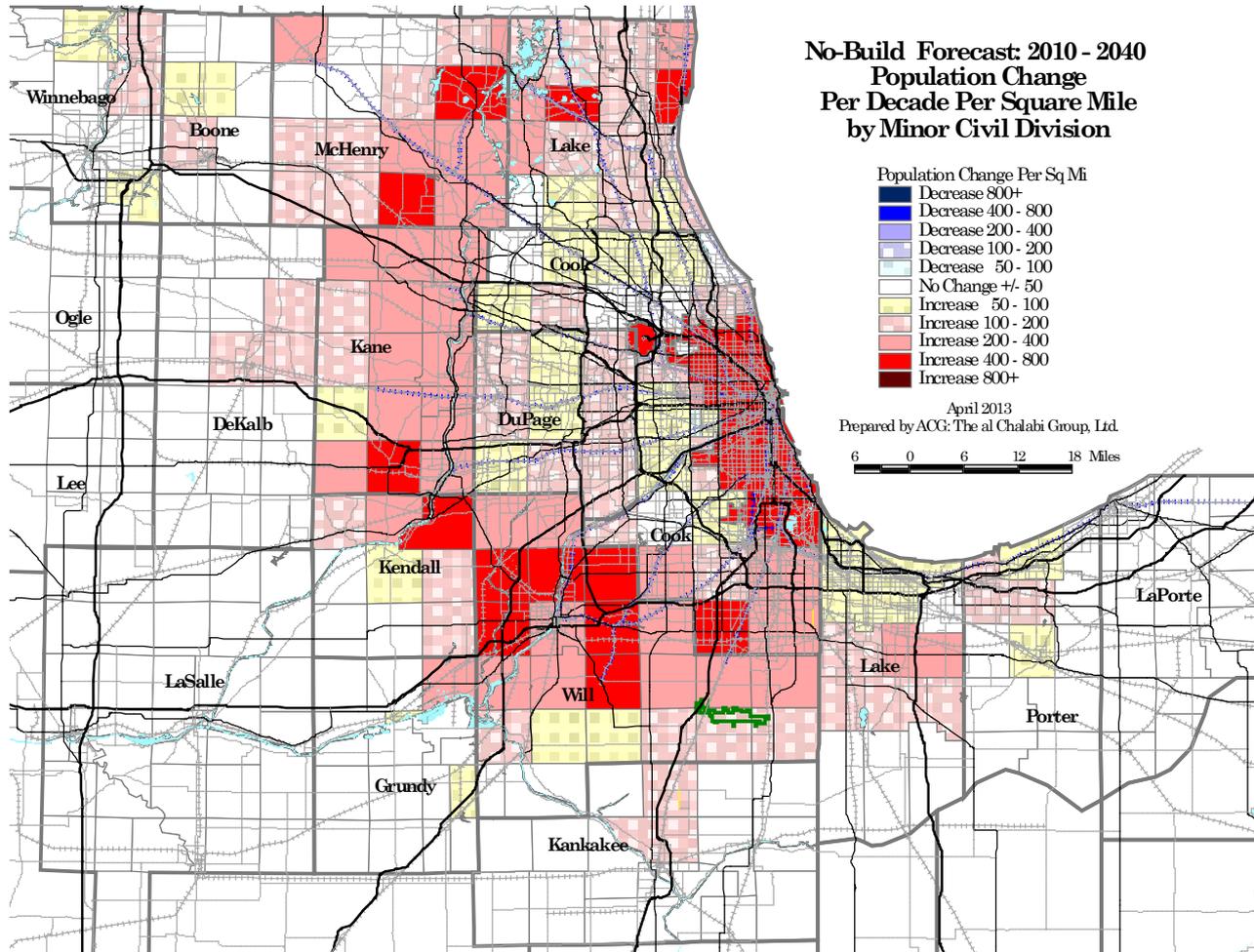


- Will County will experience significant population and employment growth between 2010 and 2040.
- Development will continue to concentrate in the northern half of Will County
- Even with the Illiana construction, the change in where growth occurs will not change significantly.

# Exhibit 11 Illiana Expressway Forecast Region (18 Illinois/Indiana Counties)

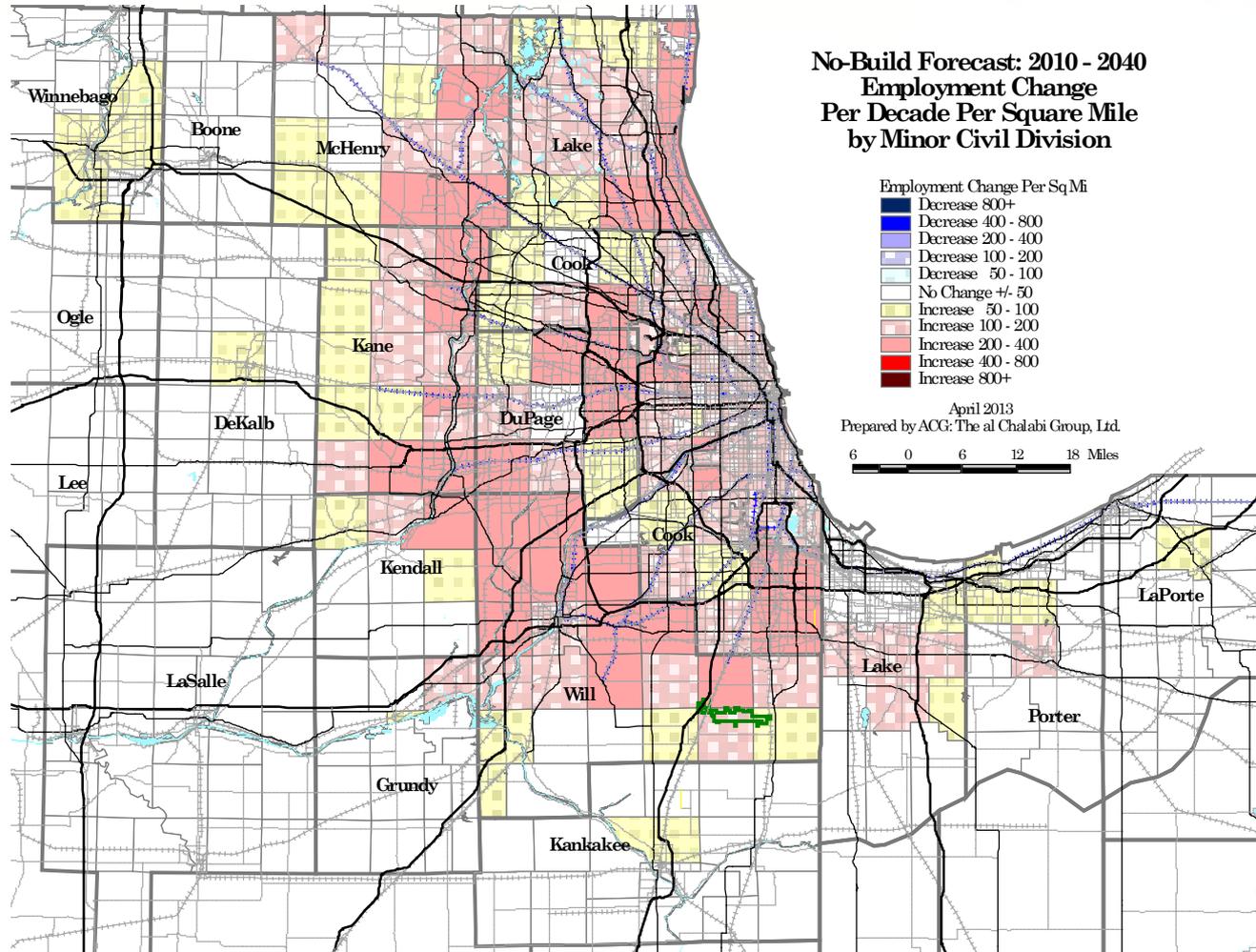


# No Build Population Growth

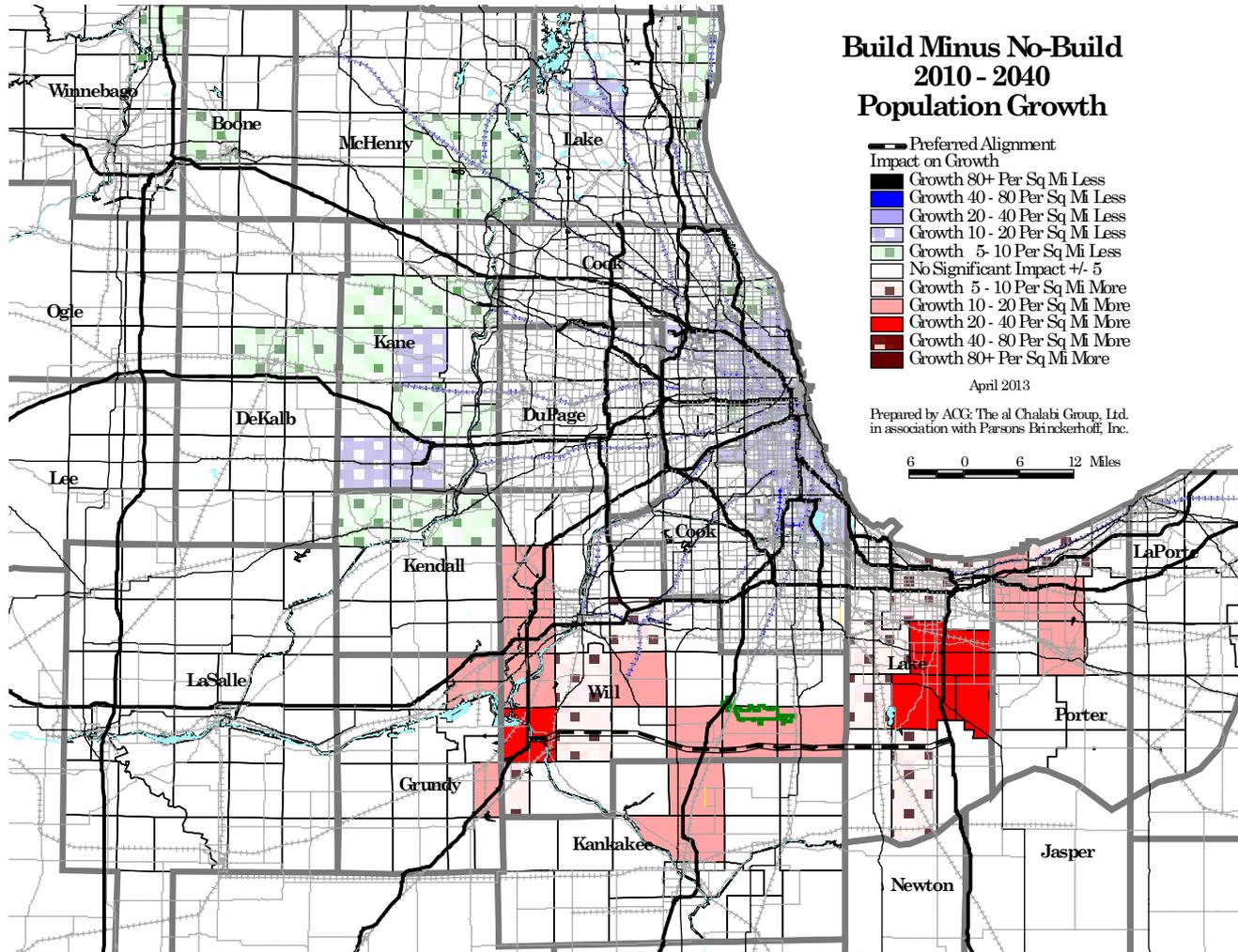


# No Build Employment Growth

Tier Two



# Change in Population Growth



# Change in Employment Growth



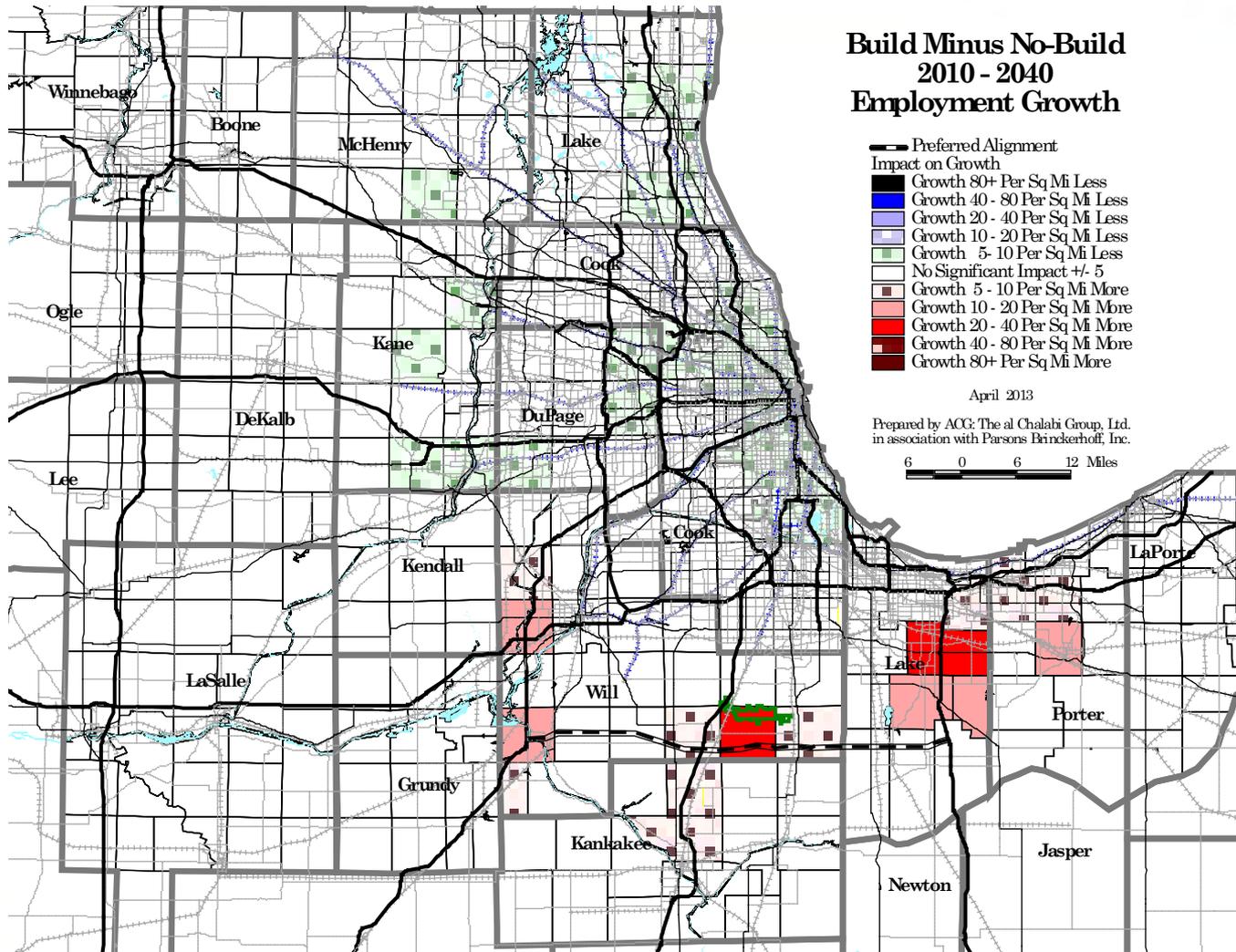
## Build Minus No-Build 2010 - 2040 Employment Growth

- Preferred Alignment
- Impact on Growth**
- Growth 80+ Per Sq Mi Less
- Growth 40 - 80 Per Sq Mi Less
- Growth 20 - 40 Per Sq Mi Less
- Growth 10 - 20 Per Sq Mi Less
- Growth 5 - 10 Per Sq Mi Less
- No Significant Impact +/- 5
- Growth 5 - 10 Per Sq Mi More
- Growth 10 - 20 Per Sq Mi More
- Growth 20 - 40 Per Sq Mi More
- Growth 40 - 80 Per Sq Mi More
- Growth 80+ Per Sq Mi More

April 2013

Prepared by ACG: The al Chalabi Group, Ltd.  
in association with Parsons Brinckerhoff, Inc.

6 0 6 12 Miles



# Impacts of Recommended Alignment

## 2040 Net Additional (Build Minus No-Build)

	<u>Population</u>	<u>Employment</u>
<b>Will County (IL)</b>	<b>4,874</b>	<b>3,553</b>
<b>Kankakee County (IL)</b>	<b>1,077</b>	<b>562</b>
<b>Grundy County (IL)</b>	<b>523</b>	<b>213</b>
<b>Lake County (IN)</b>	<b>5,228</b>	<b>3,551</b>
<b>Porter County (IN)</b>	<b>2,340</b>	<b>1,497</b>
<b>Sum of Above Counties</b>	<b>14,042</b>	<b>9,376</b>

# LAND USE PLANNING CONCEPTS

Tier Two



## WHAT WE HAVE HEARD . . .

- Smart Growth
- Economic Development
- Sustainable Corridor
- Mixed Use Corridor

# LAND USE CONSIDERATIONS

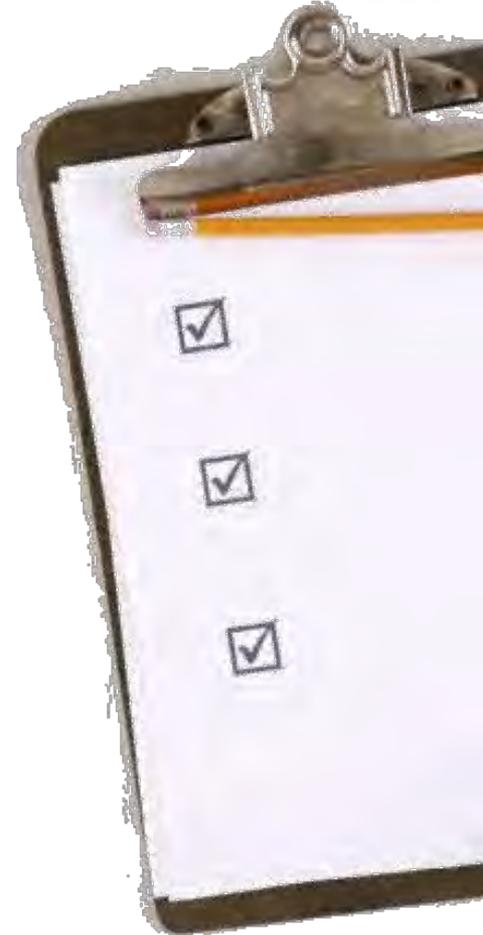
Tier Two



- Quality of Life for the Community
- Environmental Considerations
- Agriculture Needs
- Residential Needs
- Retail and Professional Service Needs
- Industrial/Commercial Development Needs
- Nexus Points in the Community

## SMART GROWTH

- Mixed Use Development Concepts
  - Residential Mixed with Retail/Professional Services
  - Compact Development Concepts
  - Promote agricultural use
- Livability Concepts
  - Walkability, Bike-Friendly
  - Complete Streets

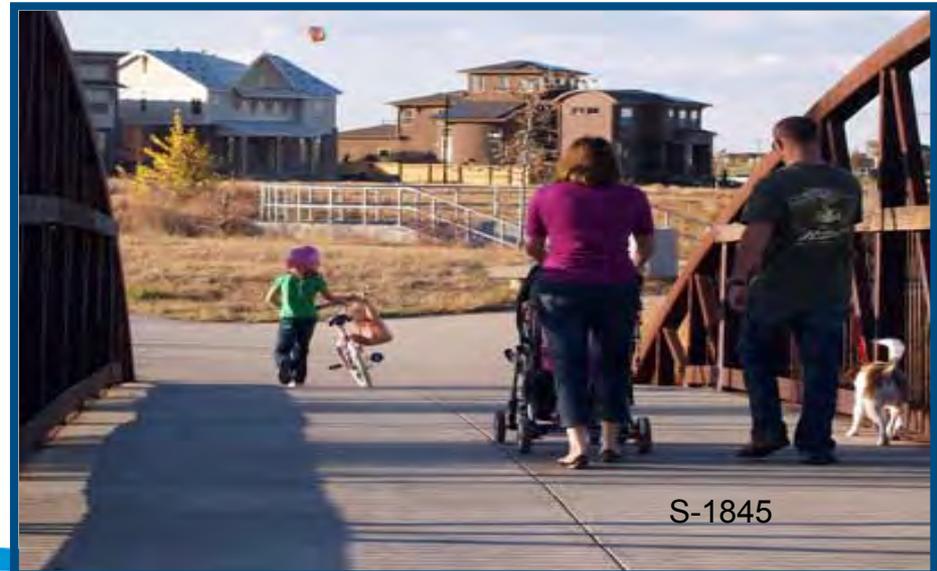


# Smart Growth

Tier Two



- A defined center
- Integrated parks & open space
- Building orientation to the street
- Part of comprehensive strategy



S-1845

- **Economic Development Considerations**
  - Community Quality of Life
  - Access to Transportation Network
  - Access to Utilities (Water, Sewer)
  - Access to Quality Labor Force
- **Market Drives Site Location Needs**
  - Retail needs access to local, high traffic locations
  - Industrial firms needs access to transportation services that reach national and regional markets



# Economic Development

Tier Two



Retail Concepts  
Street Side versus Mall



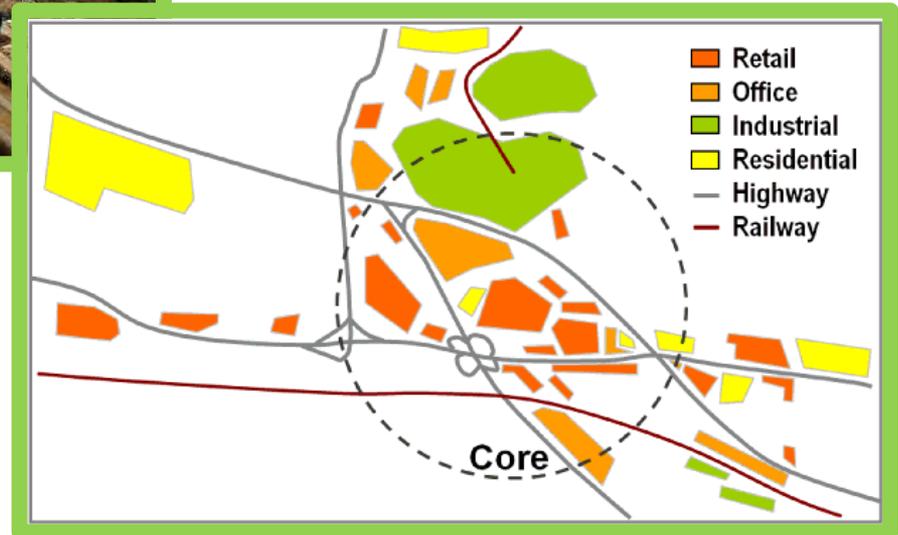
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# Economic Development

Tier Two



## Commercial / Industrial Land Use



- **Concept Components**

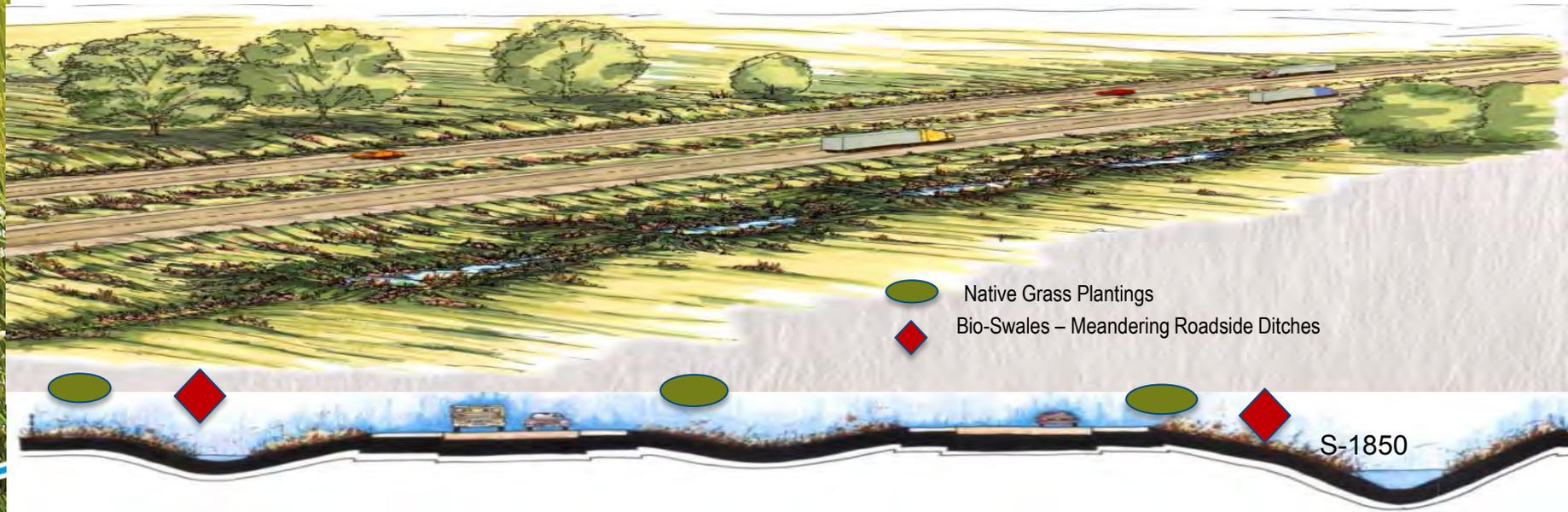
- *Green space set-aside (additional ROW)*
- *Recreation and alternative transportation*
- *Accommodate wildlife movements*
- *Incorporate Bioswales*

- **Issues**

- *Funding/Preservation for added ROW and facilities*
- *(Early) community coordination of ROW set-asides*
- *Ownership and maintenance questions*



- **Concept**
  - *Balancing economic growth, social equity, and environmental capacity*
- **Possible Topics**
  - *Multi-modal opportunities*
  - *Construction techniques that minimize runoff, promote species conservation*

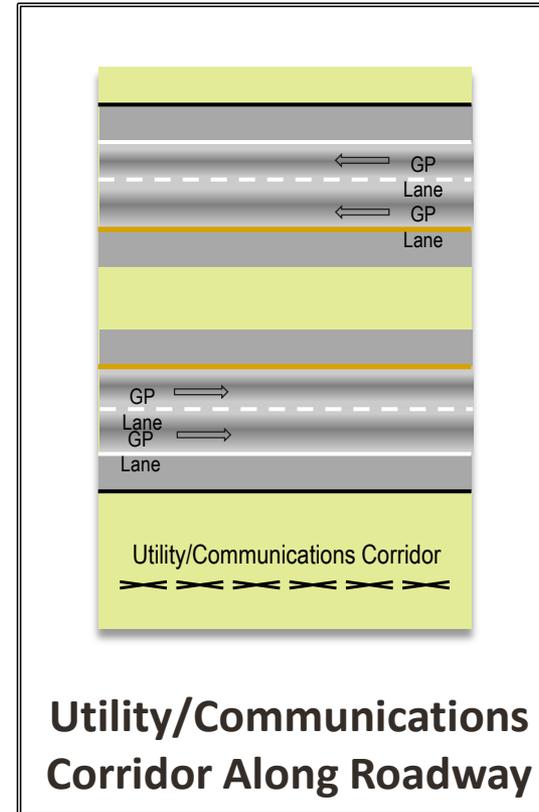


# Multi-Use Corridor

Tier Two



- Can serve multiple needs, including transportation, communications and utilities
- Provides connectivity



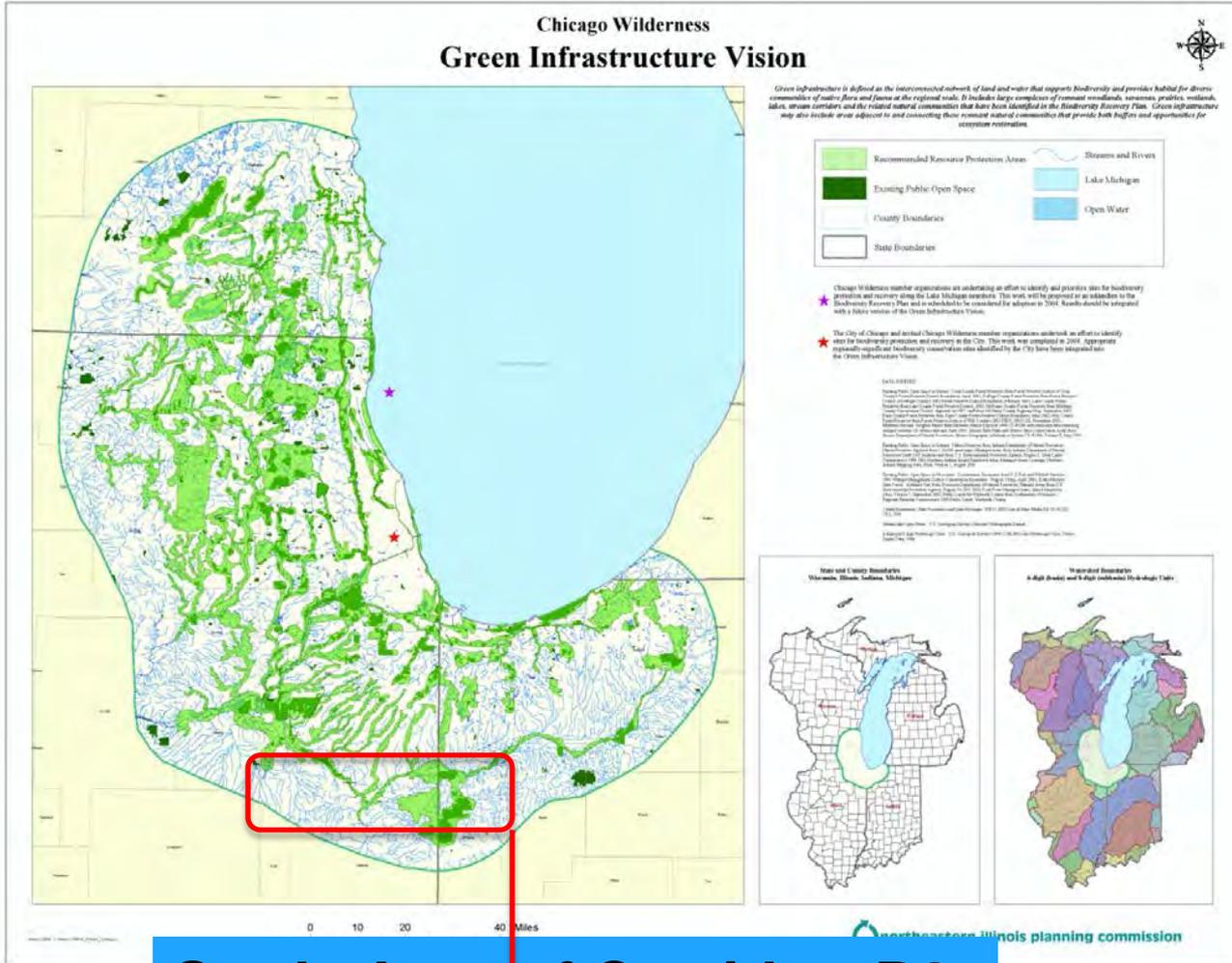
# ILLIANA CONTEXT SENSITIVE DESIGN

Tier Two



# Tri-state Corridor Green Infrastructure

Tier Two



**Study Area of Corridor B3**



- Maintaining Natural Legacy
- Response to Local Concerns
  - Local concern for wildlife crossings, natural plantings, open space and water resources have been considered in corridor design
  - Local decisions will impact this investment
  - Compatibility between corridor design with adjacent land uses is essential to maintain benefits

# CONTEXT SENSITIVE DESIGN

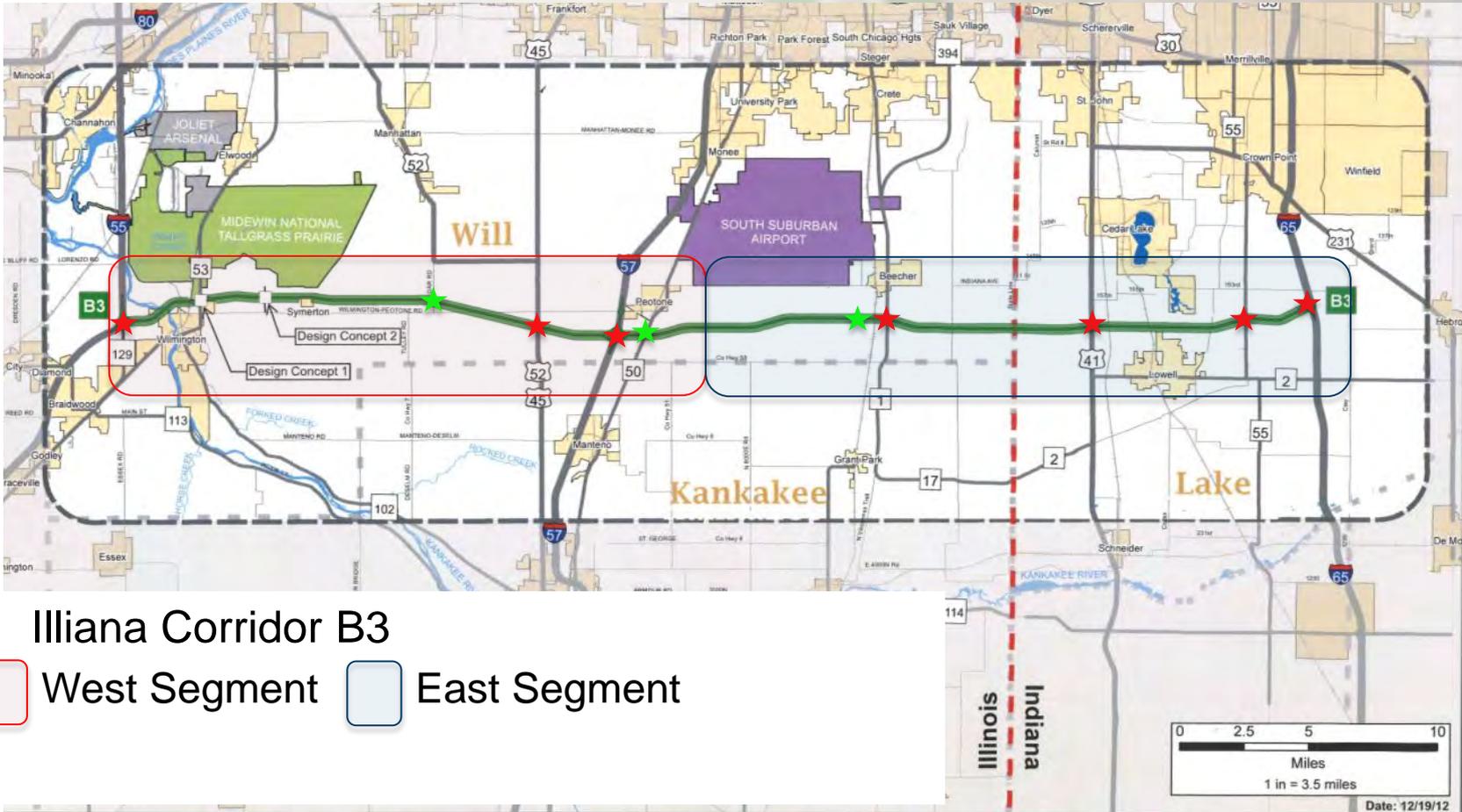
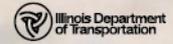
Tier Two



- IDOT and INDOT are seeking input as to opportunities to utilize context sensitive design.
- As the following slides illustrate, context sensitive design along the Illiana can support wildlife, natural vegetation, open lands and waterway crossings.

# Illiana Corridor Route – Visual Analysis

Tier Two



- Illiana Corridor B3
- ◻ West Segment
- ◻ East Segment

# Context - Illiana Corridor Visual Analysis

## West Segment

Tier Two



- I-55 to Peotone
  - Kankakee River "striking" with broad flood plain and wooded bluff
  - East of Kankakee River: open landscape with gentle rolling landforms
  - Broad views and vistas to and from the corridor
  - Extensive agricultural land use
  - Pockets of exurban land use
  - Remnant woodlands on sloped areas and along riparian corridors
  - Occasional visible wetland areas and riparian corridors
- Communities Adjacent to Illiana Corridor:
  - Wilmington
  - Symerton
  - Manhattan
  - Peotone



- Corridor Analysis East of Peotone to I-65
  - Open landscape with gentle rolling glacial landforms
  - Broad views and vistas to and from the corridor
  - Areas of dense vegetation limits off corridor view
  - Less agricultural lands as compared to west end of corridor
  - Greater exurban development
  - Larger remnant woodlands on hillsides and along riparian corridors
  - More visible wetland areas, streams and lakes
- Communities Adjacent to Illiana Corridor:
  - Beecher
  - Cedar Lake
  - Lake Dalecarlia
  - Lowell



# Wildlife Crossings

Tier Two



# Natural Areas/Native Plantings

Tier Two



## Key Design Components

### – Naturalized/Native Planting

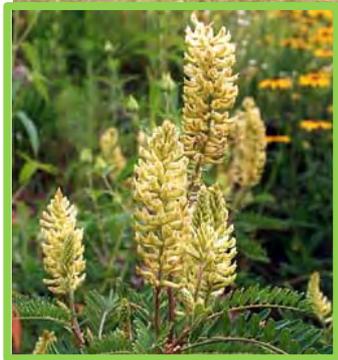
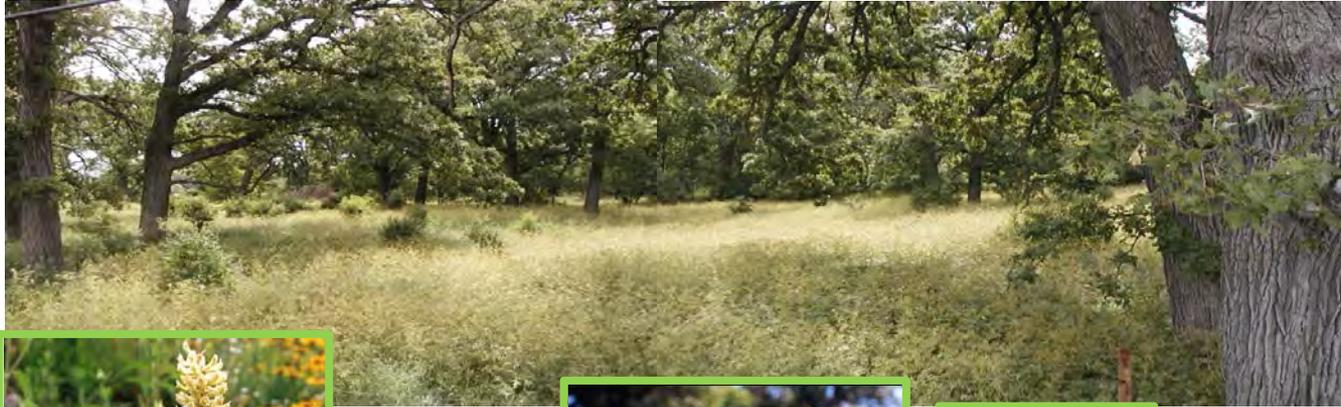
- Restore diverse plant ecosystem; native grasses, wildflowers, shrubs, and trees
- Create wildlife corridors with vegetative cover to provide food source /habitat
- Stabilize graded slopes, drainageways, and ponds
- Screen objectionable views and frame positive views
- Soften engineered slopes meeting desired grading parameters
- Vary establishment techniques; whips, cuttings, seeding and nut/seed beds



S-1861

# Oak Savannahs

Tier Two



Oak Savannahs

# Tall Grass Prairie

Tier Two



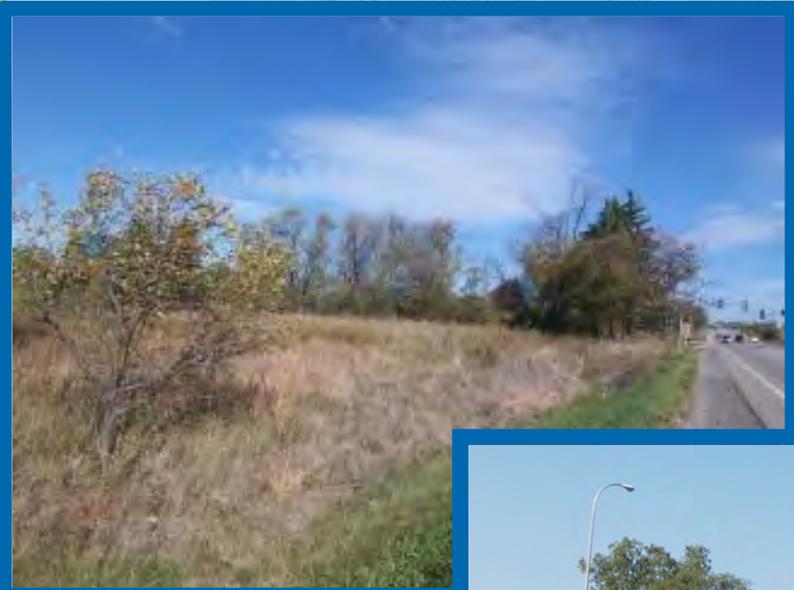
Tall Grass Prairie

# Open Lands/Native Plantings

Tier Two

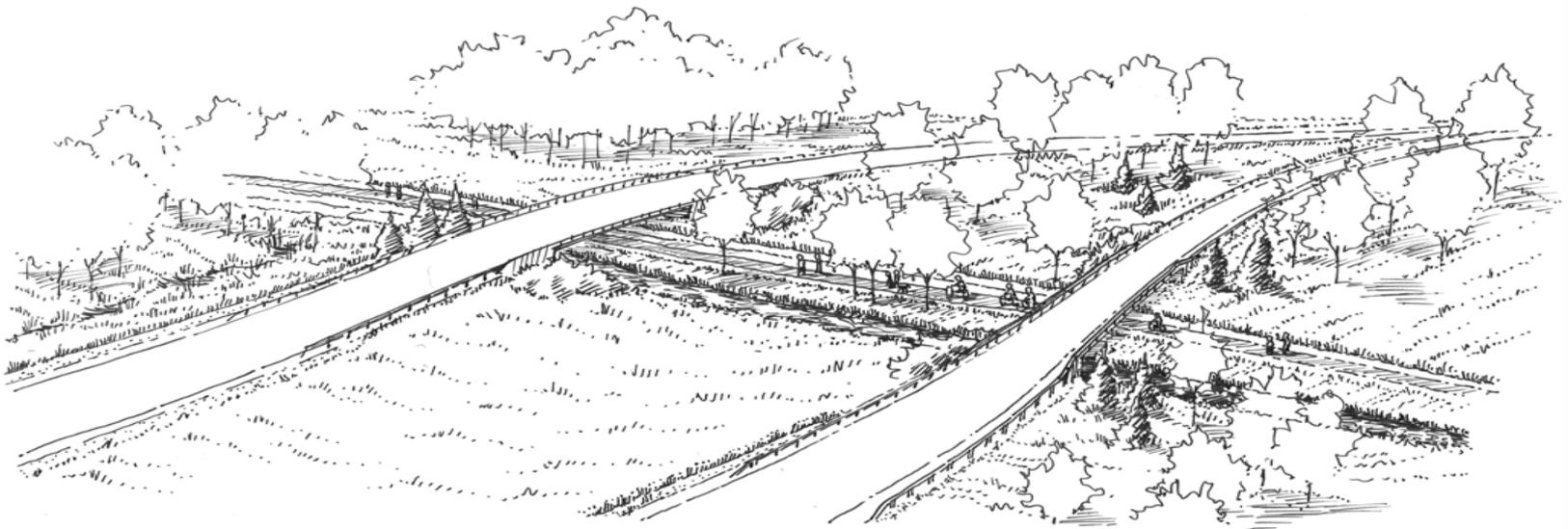


- Key Design Components
  - Naturalized Native Plantings in Highway Corridor



# Water Crossings

Tier Two



# Structural Aesthetic Enhancements

Tier Two



## Architectural Treatment

- Develop a corridor-wide aesthetic plan for structures
  - i.e. Structure type, textures, colors, ornamentation
- Provide space for expression of local context and identity in the interchanges with minimal changes to corridor aesthetic plan



S-1866



FOR  
PROGRESS

# Structure Aesthetic Enhancements

Tier Two



- Overpasses

- Context sensitive bridge elements provide inspiration
  - Railings, overhangs, superstructure



Enhancement implementation subject to further discussions of maintenance and cost participation



S-1867



# SMALL GROUP SESSIONS

Tier Two



## Small Group Discussion #1:

- **Strategic Analysis of Corridor's Future**

- Opportunities
- Challenges

Topics might include:

Quality of Life and Amenities

Agriculture

Economic Development & Business Opportunities

Natural Resources & Environment

Transportation

Community-Provided Services

## Small Group Discussion #2:

- **Visions for Corridor Development**

### Assignment:

*Identify Key Development Themes for Consideration*

*Identify Key Opportunities for Benefits*

*Identify Potential Barriers to Theme Accomplishment*

*Identify Key Development Concerns for Local Planning*

*Provide Feedback on Context Sensitive Design*

*Options*

# Next Steps

Tier Two



# Future TTF/CPG Meetings

Tier Two



TTF/CPG #2 Workshop  
April 30, 2013 a.m.  
Cedar Lake Ministries

CPG/TTF #2 Combined Meeting  
April 30, 2013 p.m.  
Cedar Lake Ministries

TTF/CPG #3 Workshop  
May 30, 2013 a.m.  
Will County Fair Atrium

CPG/TTF #3 Combined Meeting  
May 30, 2013 p.m.  
Will County Fair Atrium





***Thank you for your participation!***

**Tier Two**



S-1873



## CPG/TTF Tier Two Workshop #1 - Meeting Register

Location: Peotone, Illinois

Date: 04/10/2013

Time: 1:00 PM - 4:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	John	Alessia	Town of Lowell	501 East Main Street	Lowell	IN 46356	townhall@townhall.lowell.net	TTF
	Jim	Allen	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL 62703	james.p.allen@dot.gov	TTF
	Ken	Allers	Forest Preserves of the Kankakee	1301 Waldron Road	Aroma Park	IL 60910	forest@krvfpd.org	TTF
	Duane A.	Alverson, P.E.	Lake County Highway Department	1100 East Monitor Street	Crown Point	IN 46307	alverda@lakecountyin.org	CPG
	Kristin	Andersen	Metra	547 W. Jackson	Chicago	IL 60602	kandersen@metrarr.com	TTF
	Andrew	Armstrong	Environmental Law and Policy Center					
	Andre	Ashmore	Village of Matteson	4900 Village Commons	Matteson	IL 60443	aashmore@villageofmatteson.org	CPG
	Donald	Babcock	NIPSCO	801 E. 86th Ave.	Merrillville	IN 46410	dlbabcock@nisource.com	TTF
	Dennis	Bachman	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL 62703	dennis.bachman@dot.gov	TTF
	Steve	Baker	Sierra Club Sauk Calumet Group	70 East Lake Street, Suite	Chicago	IL 60601	sc-chair@illinois.sierraclub.org	TTF
	Greg	Bales	Office of U.S. Senator Dick Durbin	230 S. Dearborn St., Suite	Chicago	IL 60604	Greg_Bales@durbin.senate.gov	TTF
	Jim	Baltas	Manhattan Township	12900 W. Bruns Rd.	Manhattan	IL 60442		TTF
	Robert O.	Barber	Village of Beecher	724 Penfield St.	Beecher	IL 60401	bobadm@villageofbeecher.org	TTF



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	Spero	Batistatos	South Shore Convention & Vis	7770 Corinne Drive	Hammond	IN 46323	spero@southshorecva.com	TTF
	Leesa	Beal	U.S. Army Corps of Engineers	111 North Canal St.	Chicago	IL 60606-7	Leesa.beal@usace.army.mil	TTF
	Wayne	Belden	Lake County Farm Bureau	5061 North U.S. Hwy. 231	Rensselaer	IN 47978	wbelden@infarmbureau.org	TTF
	Jim	Bilotta	Will County Board Public Wor	302 N. Chicago Street	Joliet	IL 60432	jim@jimbilotta.com	TTF
	Randy	Blankenhorn	Chicago Metropolitan Agency	233 South Wacker Drive, S	Chicago	IL 60606	rblankenhorn@cmap.illinois.gov	CPG
	Anthony	Blum	Tower Contracting					
	Michael	Bolton	PACE	550 W. Algonquin Road	Arlington Heights	IL 60005	michael.bolton@pacebus.com	TTF
WB	William	Borgo	Village of Manhattan	245 S. State Street	Manhattan	IL 60442	mayor@villageofmanhattan.org	CPG
	Michael	Bossert	Kankakee County	189 E. Court Street	Kankakee	IL 60901	mbossert@k3county.net	CPG
	Max	Bosso	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL 60421	max.bosso@villageofelwood.com	TTF
	Rollie	Brauer	Winfield Township	10645 Randolph	Winfield	IN 46307	rollie@winfieldtp.com	TTF
	Timothy	Brown	Northwest Indiana Regional B	6100 Southport Road	Portage	IN 46368	tbrown@rba-nwi.org	TTF
	William	Brown	Northwestern Indiana Regiona	6100 Southport Road	Portage	IN 46368	wbrown@nirpc.org	TTF



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	Bennie	Bruinius	F.L.P	7623 W. Stuenkel	Frankfurt	IL	60423	bdbruiniusl@aol.com	TTF
	Matt	Buffington	Indiana DNR Division of Fish	402 W. Washington St. RM	Indianapolis	IN	46204	mbuffington@dnr.IN.gov	TTF
	Paul	Buss	Jackson Township	18750 Breen Road	Elwood	IL	60421	jacksontownship@aol.com	TTF
	Brian	Cann	Will Township	29605 S. Ridgeland Ave.	Peotone	IL	60468	cannbrianl@airbaud.net	TTF
	David	Cann	Peotone Township	8212 W. Kennedy Rd.	Peotone	IL	60468		TTF
	Robert H.	Carnahan	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN	46303	towncouncil@peoplepc.com; towncouncil1@att.net	TTF
	Kathy	Chernich	U. S. Army Corps of Engineer	111 North Canal Street, Su	Chicago	IL	60606-7	kathy.g.chernich@usace.army.mil	TTF
	Lynnette	Ciavarella	METRA	547 West Jackson Blvd.	Chicago	IL	60661	lciavare@metrarr.com	TTF
	Shawn	Cirton				IL	00000	shawn_cirton@fws.gov	TTF
	Louise	Clemency	U.S. Department of the Interior	1250 S. Grove Ave., Suite	Barrington	IL	60606	Louise_Clemency@fws.gov	TTF
	Alexander	Clifford	Metra	547 W. Jackson Blvd	Chicago	IL	60661		TTF
	Martha	Coakley	President of Lake Dalecarlia F	4665 Main Street	Lowell	IN	46356	willmar1940@hotmail.com	TTF
	Joe	Cook	Village of Channahon	24555 S. Navajo Drive	Channahon	IL	60410	jcook@channahon.org	CPG



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Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Barry	Cooper	Federal Aviation Administration	2300 East Devon Avenue	Des Plaines	IL	60018	barry.cooper@faa.gov	TTF
EC	Edgar	Corns	Lowell Town Councilman						
DC	Darlene	Corns	Town of Lowell						
	Joseph	Costello	RTA	175 W. Jackson Blvd., Suite	Chicago	IL	60604	CostelloJ@rtachicago.org	TTF
	Vivian	Covington	Village of University Park	4 Town Center	University Park	IL	60484	vcovington@university-park-il.com	CPG
	Wilbur	Cox	Town of Lowell	501 E. Main Street	Lowell	IL	46356	docd@lowell.net	TTF
	Gerald	Curran	Crete Township	1367 Wood Street	Crete	IL	60417	twpcrete@aol.com	TTF
	Alice	Dahl	Cedar Creek Township	151 Fremont St.	Lowell	IN	46356	cedarcreektwp1@yahoo.com	TTF
	Alan	Darr, Jr.	Village of Symerton	18347 W. South St.	Wilmington	IL	60481	adarr1@live.com	CPG
	John	Davis	Indiana Department of Natural Resources	402 W. Washington Street	Indianapolis	IN	46204	jdavis@dnr.in.gov	TTF
	Trevor	Davis	University Park	70012 Oregon Trail	Olympia Fields	IL	60461		TTF
	Bola	Delano	Illinois Department of Transportation	100 W Randolph	Chicago	IL	60601	bola.delano@illinois.gov	TTF
	Donna	Dettbarn	Monee Township	26121 Egyptian Trail	Monee	IL	60449	moneetownship@aol.com	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	David	Deutsche	Monee Township	P. O. Box 74	Monee	IL 60449	notillfarmer47@aol.com	TTF
	Mary Ann	Deutsche	Will County Farm Bureau	3914 W. Ohlendorf	Monee	IL 60449	mompolitic@aol.com	TTF
	Keith	Diszno	Cedar Lake		Cedar Lake	IN 46303		TTF
	John	Dixon	Reed Township	630 W. First Street	Braidwood	IL 60408	reedtownshipwy@sbcglobal.net	TTF
	Neil	Doyle	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL 60523	ndoyle@centerpoint-prop.com	TTF
CUJ	Colin	Duesing	Will County Land Use	58 E Clinton	Joliet	IL 60543	planning@willcountylanduse.com	TTF
RE	Richard	Duran	Village of Peotone	208 E. Main Street	Peotone	IL 60468	mayor@villageofpeotone.com	CPG
	Thomas J.	Durkin	Village of Crete	524 W. Exchange Street	Crete	IL 60417	tdurkin@villageofcrete.org	TTF
ME	Michael	Einhorn	Village of Crete	524 W. Exchange Street	Crete	IL 60417	meinhorn@villageofcrete.org	CPG
	Joe	Fetcho	Yellowhead Township	113 E. Curtis Street	Grant Park	IL 60940	jcfetcho@aol.com	TTF
	Howard	Fink	Town of Merrillville	7820 Broadway	Merrillville	IN 46410	hfink@merrillville.in.gov	TTF
	Bud	Fleming	South Suburban Mayors and	1904 W. 174th Street	East Hazel Crest	IL 60429	bud.fleming@ssmma.org	TTF
	Jerry	Flick	Sumner Township	10307 E. 9000 N. Road	Grant Park	IL 60940	jfflick@sbcglobal.net	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Mike	Forbes	Town of St. John	10955 W. 93rd Avenue	St. John	IN 46373	forbesmike@yahoo.com	CPG
	Victor	Frahm	Grant Park Historical Society	PO Box 2	Grant Park	IL 60490		TTF
	Bruce	Friefeld	Will County Board	302 N. Chicago St.	Joliet	IL 60432	bfriefeld@willcountyllinois.com	TTF
MF	Matt	Fritz	Village of Coal City	515 S. Broadway	Coal City	IL 60416	mfritz@coalcity-il.com	TTF
	Tom	Giarrante	City of Joliet	150 West Jefferson Street	Joliet	IL 60432	tom@tg4joliet.com	CPG
	Jim	Giblin	Great Lakes Basin Team					
mg	Marian	Gibson	Village of Manhattan	245 S. State Street	Manhattan	IL 60442	mgibson@villageofmanhattan.org	TTF
	Eric	Gilbert	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL 60523	egilbert@centerpoint-prop.com	TTF
	Harry	Gilmore	Robinson Engineering	10045 W. Lincoln Highway	Frankfort	IL 60423	hgilmore@rectd.com	TTF
	James A.	Glass, PhD	Indiana Department of Natural Resources	402 W. Washington Street	Indianapolis	IN 46204	jglass@dnr.in.gov	TTF
TG	Tim	Good	Forest Preserve District of Will County	17540 W. Laraway Road	Joliet	IL 60433	tgood@fpdwc.org	TTF
	Lee	Goodson	Office of State Representative	24047 Lockport Street	Plainfield	IL 60544	goodsonl@housegopmail.state.il.us	CPG
	Tom	Goralczyk	Town of Merrillville	7820 Broadway Avenue	Merrillville	IN 46410	tgoralczyk@merrillville.in.gov	CPG



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	Bruce	Gould, P.E.	Will County Highway Department	16841 W. Laraway Road	Joliet	IL 60433	bgould@willcountyillinois.com	CPG
<i>TS</i>	Tony	Graff	City of Wilmington	1165 S. Water Street	Wilmington	IL 60481	tgraft@wilmington-il.com	TTF
	Lora	Grant	Reed Township	440 N. Division St.	Braidwood	IL 60408		TTF
<i>GA</i>	George	Gray	Village of Peotone	208 E. Main Street	Peotone	IL 60468	admin@villageofpeotone.com	TTF
	Reggie	Greenwood	Chicago Southland Economic Development	1904 W. 174th Street	East Hazel Crest	IL 60429	reggie.greenwood@chicagosouthlandedc.org	TTF
	John	Greuling	Will County Center for Economic Development	116 N. Chicago St., Ste. 100	Joliet	IL 60432	john.greuling@willcountyced.com	TTF
	Jeremy	Grey	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL 60523	jgrey@centerpoint-prop.com	TTF
	Milan	Grozdanich	Lake County Economic Development	2293 North Main Street	Crown Point	IN 46307	info@lakecountyin.com	TTF
<i>GH</i>	John	Hack	Peotone Township	PO BOX 163	Peotone	IL 60468		TTF
	Kevin	Hack						Resident
	Denise	Hack						Resident
	James	Hadrys	Florence Township	30860 Indian Trail Road	Wilmington	IL 60481	flotwp@air-wans.com	TTF
	Rick	Hall	Custer Township	36005 Ohlhues Rd	Wilmington	IL 60481	RHall94680@aol.com	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Rick	Hall	Custer Township	36005 Ohlhues Rd	Wilmington	IL 60481	RHall94680@aol.com	TTF
	Soren	Hall				IL 00000	soren.g.hall@usace.army.mil	TTF
	Bruce	Hamann	Will Township	30317 S. Will-Center Road	Peotone	IL 60468		TTF
	Steve	Hamer	Illinois Department of Natural Resources	One Natural Resources W	Springfield	IL 62702-1	Steve.Hamer@illinois.gov	TTF
	Gerald	Hanas	Northern Indiana Commuter T	33 East U.S. Highway 12	Chesterton	IN 46304	gerald.hanas@nctd.com	TTF
	Amy	Hanson	Federal Aviation Administratio	2300 E. Devon	Des Plaines	IL 60101	amy.hanson@faa.gov	TTF
	Glenn	Harris	FHWA		Matteson	IL 60443	glennharris@dot.gov	TTF
	Andrew	Hawkins	Forest Preserve District of Wil	17540 W. Laraway Road	Joliet	IL 60433	ahawkins@fpdwc.org	TTF
	Douglas	Hayes	Ridge Property Trust	8430 W. Bryn Mawr Avenue	Chicago	IL 60631	dhayes@rptrust.com	TTF
<i>GH</i>	Gerald	Heinrich	Midewin Tallgrass Prairie Allia	1770 S. Vista Drive	Wilmington,	IL 60481	g.heinrich@sbcglobal.net	TTF
	Tim	Hennessey	Consulting4Biz	PO Box 251	Springfield	IL 62705	tim@consulting4biz.com	TTF
	Rich	Herr	NIRPC	2608 Linden Dr.	Valparaiso	IN 00000	rherr@ravensfeather.com	TTF
	David	Hinderliter	Kankakee Regional Chamber	1137 E 5000 N Rd	Bourbonnais	IL 60914	david@kankakee.org	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Mike	Hine	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL 62703	mike.hine@dot.gov	TTF
	Katie	Holderby	South Shore Convention and	7770 Corinne Drive	Hammond	IN 46323	katie@southshorecva.com	TTF
	James	Homa	Village of Braceville	102 W. Main St.	Braceville	IL 60407	villageofbraceville@mchsi.com	CPG
RH	Robert	Hommel	Midewin	30239 S. State Route 53	Wilmington	IL 60481	rhommel@fs.fed.us	TTF
	Mary	Honer	Midewin National Tallgrass Pr	30239 S. State Route 53	Wilmington	IL 60481	mhoner@fs.fed.us	TTF
	Robert	Howard	Washington Township	30200 Town Center Rd.	Beecher	IL 60401	rhowardsup@yahoo.com	TTF
	Seth	Jansen	Office of Congressman Kinzin		Joliet	IL 60435	seth.jansen@mail.house.gov	CPG
	Mike	Jarigese	Tower Contracting					
	Daniel	Jay	Wesley Township	34207 S. Rivals Rd.	Wilmington	IL 60481		TTF
CRJ	Charles	Johnson	Local 150			IL 46316	cjohnson@local150.org	TTF
	Rick	Jones, PhD	Indiana Department of Natural	402 W. Washington St.	Indianapolis	IN 46204	rjones@dnr.in.gov	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Ray	Kasmark	Building Trades	7200 Mississippi		IN 46410		TTF
	Tom	Keithley	Lake County Farm Bureau	13708 Belshaw Rd.	Lowell	IN 46356	rcoon74@hotmail.com	TTF
	Ray	Kerkstra	R & L Carriers	24830 Derby Lane	Monee	IL 60449	raykerkstra@comcast.net	TTF
	Teresa	Kernc	Village of Diamond	1750 E. Division	Diamond	IL 60416	mayor@diamond.illinois.gov	CPG
	Jesse	Kharbanda	Hoosier Environmental Council	3951 N. Meridian, Suite 10	Indianapolis	IN 46208	jkharbanda@hecweb.org	TTF
	Stephen	Kil	Town of St. John	10955 W. 93rd Avenue	St. John	IN 46373	stevekil.tm@stjohnin.com	TTF
	Todd	Koehn	Office of State Representative	P.O. Box 825	Morris	IL 60450	pamrothd75@gmail.com	CPG
	Don	Kopec	Chicago Metropolitan Agency	233 S Wacker	Chicago	IL 60606	dkopec@cmap.illinois.gov	TTF
	Ned	Kovachevich	Lake County Plan Commission	2293 N. Main Street	Crown Point	IN 46307		TTF
	Ned	Kovachevick	Lake County Planning Commi	2293 N. Main Street	Crown Point	IN 46410		TTF
	David	Kralik	Metra	547 W. Jackson Blvd.	Chicago	IL 60661	dkralik@metrarr.com	TTF
	Philip	Kuiper	Town of Lowell	501 E. Main Street	Lowell	IN 46357	townhall@townhall.lowell.net	CPG
	Rich	Kula	Federal Aviation Administratio	2300 East Devon	Des Plaines	IL 60018	Richard.Kula@faa.gov	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Christine	Kupkowski, P.E.	Will County Highway Department	16841 W. Laraway Road	Joliet	IL 60433	ckupkowski@willcountyllinois.com	TTF
	Rick	Kwasneski	Joliet Arsenal Redevelopment	3180 Theodore Street, Suite	Joliet	IL 60435	rkwasneski@jada.org	TTF
	Kristi	Lafleur	Illinois Tollway	2700 Ogden Ave.	Downers Grove	IL 60515	klafleur@getipass.com	TTF
	Michael	Lammey	Kankakee County	189 E. Court St., Room 20	Kankakee	IL 60901	mlammey@k3county.net	CPG
	Robert	Lardi	Wilmington Township	29929 S. Kavanaugh Rd.	Wilmington	IL 60481	sally1231@aol.com	TTF
	Virginia	Laszewski	NEPA Region 5 Enforcement	77 W. Jackson Blvd	Chicago	IL 60604	laszewski.virginia@epa.gov	TTF
	Paul	Lawrisuk						Resident
	Steve	Lazzara	Will County Land Use Department	58 E. Clinton	Joliet	IL 60435	slazzara@willcountylanduse.com	TTF
	Howard	Learner	Environmental Law and Policy Center	35 E. Wacker Dr., Ste. 1300	Chicago	IL 60601	hlearner@elpc.org	TTF
	Paul	Leffler	U.S. Army Corps of Engineers	111 N. Canal St.	Chicago	IL 60602	Paul.M.Leffler@usace.army.mil	TTF
	Bill	Lenski	Regional Transportation Authority	175 W. Jackson Blvd	Chicago	IL 60604	lenskiw@rtachicago.org	TTF
AGL	Adam	Lintner	Illinois Tollway	2700 Ogden Avenue	Downers Grove	IL 60515	alintner@getipass.com	TTF
	Paul	Lohmann	Village of Beecher	724 Penfield St.	Beecher	IL 60401	plohmann@villageofbeecheer.org	CPG



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<i>ML</i>	Mitchell	Lopez	Hanover Township	9810 W. 136th Lane	Cedar Lake	IN	46303	hanovertownshiptrustee@hotmail.com	TTF
	Richard	Ludlow	Town of Schneider	P.O. Box 284	Schneider	IN	46376	rludlow@mchsi.com	TTF
	Kathy	Luther	NIRPC			IN	46323	kluther@nirpc.org	TTF
	Mark	Maassel	Northwestern Indiana Forum	6100 Southport Road	Portage	IN	46368	mtmaassel@nwiforum.org	TTF
	Nicki	Mackowski	South Shore Convention and	7770 Corinne Drive	Hammond	IN	46323	nicki@southshorecva.com	TTF
	Eileen	Majda	Village of Matteson	4900 Village Commons	Matteson	IL	60443	emajda@villageofmatteson.org	TTF
	George	Malis	Sierra Club	287 S. 540 W	Hebron	IN	46341	gm.dunelands@yahoo.com	TTF
	Robert	Massat	Green Garden Township	8608 Stuenkel Road	Frankfort	IL	60423	dianamassat@sbcglobal.net	TTF
	Elizabeth	McCloskey	U.S. Fish and Wildlife Service	P.O. Box 2616	Chesterton	IN	46304	elizabeth_mccloskey@fws.gov	TTF
	Mike	Mcintire	West Creek Town	21402 Chestnut	Lowell	IN	46356		TTF
	Jody	Melton	Kankakee River Basin Develo	6100 Southport Road	Portage	IN	46368	jmelton@nirpc.org	TTF
	Fred	Meyer	Village of Grant Park	106 West Taylor Street	Grant Park	IL	60940	villageofgrantpark@att.net	CPG
	Jerry	Meyer	Washington Township	30200 Town Center Road	Beecher	IL	60401	washingtontwp@hotmail.com	TTF



## CPG/TTF Tier Two Workshop #1 - Meeting Register

Location: Peotone, Illinois

Date: 04/10/2013

Time: 1:00 PM - 4:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Ronald	Meyer	Manteno Township	1030 Boudreau Road	Manteno	IL	60950		TTF
	Tris	Miles	City of Crown Point	101 N. East St.		IN	46307	tmiles@crownpoin.in.gov	CPG
	Chad	Miller	Kankakee County Farm Bureau	1605 W Court St	Kankakee	IL	60901-3	kankfb@sbcglobal.net	TTF
<i>MM</i>	Martin	Monahan	Citizen-Retired Highway Engineer	18743 Juhlin Drive	Homewood	IL	60430	MartinM524@aol.com	TTF
	Richard	Moran	Rockville Township	11505 North 3500 West Rd	Manteno	IL	60950		TTF
	Leigh	Morris	Indiana Economic Development			IN	00000	Lemorris@iedc.in.gov	TTF
	James	Morrow	Eagle Creek Township	8305 East 173rd Avenue	Hebron	IN	46341		TTF
	Jim	Moustis	Will County	302 N. Chicago Street	Joliet	IL	60432	jgmoustis@yahoo.com	CPG
	Gary	Mueller	Green Garden Township	10301 W Prairie Schooner	Frankfort	IL	60423	gmue29@aol.com	TTF
	Alan	Mundt	Wilton Township	29249 S. Elevator Rd.	Manhattan	IL	60442	snowbird4850@aol.com	TTF
	Don	Murday	Green Garden Township			IL	00000	dmurday@cmn-law.com	TTF
<i>DM</i>	David	Murtaugh	Regional Director Northwest Indiana	11035 Broadway	Crown Point	IN	46307	david_murtaugh@coats.senate.gov	CPG
<i>plm</i>	Pat	Mussman							



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<i>HJM</i>	Harold	Mussman, Jr	West Creek Township	11821 West 185th Avenue	Lowell	IN 46506	wctpcts1-5@att.net	TTF
	Kay	Nelson	NWI Forum	6100 Southport	Portage	IN 46368	knelson@nwiforum.org	TTF
<i>MN</i>	Marc	Nelson	Village of Manhattan	245 S State Street	Manhattan	IL 60442	mnelson@villageofmanhattan.org	TTF
	Neal	Nelson	Village of Coal City	515 S. Broadway	Coal City	IL 60416	nnelson@coalcity-il.com	CPG
<i>JEN</i>	Joyce	Newland	Federal Highway Administration	575 North Pennsylvania St	Indianapolis	IN 46204	jnewland@dot.gov	TTF
	Ian	Nicolini	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN 46303	ian.nicolini@cedarlakein.org	TTF
	Rick	Niemeyer	Lake County Council	2293 N Main Street	Crown Point	IN 46307		TTF
	Randell	Niemeyer	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN 46303	randy.niemeyer@cedarlakein.org	CPG
<i>DN</i>	Doug	Niksch	Town of Lowell	5524 W. 173rd	Lowell	IN 46356	niksch@comcast.net	TTF
	Timothy	Nugent	Village of Manteno	98 E. 3rd Street	Manteno	IL 60950	information@villageofmanteno.com	CPG
	William	Offerman	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL 60421	mayor.offerman@villageofelwood.com	CPG
	Hugh	O'Hara	Will County Governmental League	3180 Theodore Street	Joliet	IL 60435	hugh.ohara@wcgl.org	TTF
	Larry	Ohm	Sumner Township	5277 E. 7000 N. Road	Manteno	IL 60950		TTF



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	Bill	Olthoff	Kankakee County Board	4503 E. 3000 N. Road	Bourbonnais	IL 60914	olthoffwm@daca.net	TTF
	Marty	Orr	City of Wilmington	1165 S. Water Street	Wilmington	IL 60481	morr@wilmington-il.com	CPG
	Ed	Pacchetti	Village of Carbon Hill	695 North Holcomb St.	Carbon Hill	IL 60416	thepacchettis@sbcglobal.net	CPG
	Edward	Paesel	South Suburban Mayors and Mangers					
	Randy	Palmateer	Northwestern Indiana Building		Hammond	IN 46323	btpalmateer@aol.com	TTF
	Nick	Palmer	Will County Executive	302 N. Chicago	Joliet	IL 60432	npalmer@willcountyillinois.com	TTF
DEP	Donald	Parker	Town of Lowell	17334 Castle Brook	Lowell	IN 46356	deparker115@gmail.com	TTF
	Frank	Patton	Union League	65 W Jackson	Chicago	IL 60614	frankp414@gmail.com	TTF
	Dewey	Pearman	Construction Advancement Fc	6050 Southport Rd., Suite	Portage	IN 46368	dewey@cafwin.org	TTF
ER	Elizabeth	Pellosso	U.S. Environmental Protection	77 W. Jackson Blvd. (E-19	Chicago	IL 60604	pellosso.elizabeth@epa.gov	TTF
	Marta	Perales	IL MPO	235 S. Wacker	Chicago	IL 60606	marta@ilmpo.org	TTF
	Sue	Peterson	Town of Lowell	501 East Main Street	Lowell	IN 46356	townadministrator@lowell.net	TTF
	Leslie	Phemister	Active Transportation Alliance	9 West Hubbard Street	Chicago	IL 60654	leslie@activetrans.org	TTF



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Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Bob	Philpot	Lowell Town Councilman						
	Jim	Piekarczyk, P.E.	Kankakee County	189 E. Court Street	Kankakee	IL	60901	jpiekarczyk@co.kankakee.il.us	CPG
	Matt	Pierce	Toll Road Concession Compa	52551 Ash Road	Granger	IN	46530		TTF
	Keith	Piszlro	Town of Cedar Lake			IL	46305		TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Greg	Quartucci	Cardno JFNew			IL 00000	Greg.quartucci@cardno.com	TTF
	Steven	Quigley	Will County Governmental Le	3180 Theodore Street, Sui	Joliet	IL 60435	steve.quigley@wcgl.org	TTF
	William	Quigley	Florence Township	16882 W. Arsenal Road	Wilmington	IL 60481	wquigley56@yahoo.com	TTF
	Tony	Recupito	Crete Township	25405 South State Street	Crete	IL 60417	arecupito@cretetownship.com	TTF
	Jerry	Rice	Rockville Township	6076 W. 11000 N. Road	Manteno	IL 60950	djrice42@att.net	TTF
	Jeremy	Roberts	Yellowhead Township	313 S. Meadows Street	Grant Park	IL 60940	yellowheadroad@att.net	TTF
	Joseph	Rodawold	Wesley Township	17292 W. Ballou Road	Wilmington	IL 60481		TTF
	T.J.	Ross	PACE	550 W. Algonquin Rd.	Arlington Heights	IL 60005	T.J.Ross@Pacebus.com	TTF
	Greg	Ruddy	City of Joliet	921 East Washington	Joliet	IL 60433	gruddy@jolietcity.org	TTF
	Bill	Rulien	City of Braidwood	141 W. Main St.	Braidwood	IL 60408	pmcguire@braidwood.us	CPG
	Lorin	Schab	Midewin Alliance Board Memb			IL 00000	lschab44@yahoo.com	TTF
	Gerry	Scheub	Lake County	2293 N. Main Street	Crown Point	IN 46307	scheugj@lakecountyin.org	CPG
	Mark	Schneidewind	Will County Farm Bureau	100 Manhattan Rd	Joliet	IL 60433-2	wcfb@willcfb.com	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	George	Schoenbeck		12952 Red Oak Court	Homer Glen	IL 60491		TTF
	Mike	Scholefield	Chicago Southland Economic	1904 W 174th	East Hazel Crest	IL 60429	250mjs@comcast.net	TTF
<i>Ede</i>	Elizabeth	Schuh	CMAP	233 South Wacker Drive	Chicago	IL 60606	<a href="mailto:eschuh@cmapp.illinois.gov">eschuh@cmapp.illinois.gov</a>	
	Kyle	Schuhmacher	Ketone Partners			IL 00000	kschuhmacher@ketonepartners.com	TTF
	Ralph	Schultz	Forest Preserve District of Wil	17540 W. Laraway Road	Joliet	IL 60433	rschultz@fpdwc.org	TTF
	Don	Seehausen	Crete - Candidate				<a href="mailto:donseehausen@gmail.com">donseehausen@gmail.com</a>	
	Susan	Shea	Illinois Division of Aeronautics	1 Langhorne Bond Drive	Springfield	IL 62707	susan.shea@illinois.gov	TTF
	Rick	Short	US Forest Service	30239 S. State Route 53	Wilmington	IL 60481	rshort@fs.fed.us	TTF
	Joseph	Shudick	Ross Township	24 W. 73rd Ave.	Merrillville	IN 46410		TTF
<i>DKS</i>	Delbert	Skimerhorn	K3 County Planning	189 E Court Street	Kankakee	IL 60901	<a href="mailto:dkimerhorn@k3county.net">dkimerhorn@k3county.net</a>	
	Paullette	Skinner	Town of Winfield	10645 Randolph St.	Winfield	IN 46307	rennicks@sbcglobal.net	CPG
	Herbert	Smith	Norfolk Southern Corporation	111 W. Washington St.	Chicago	IL 60602	herbert.smith@nscorp.com	TTF
	Jeff	Snape	RE Hamilton	3230 Executive Dr.	Joliet	IL 60431	jsnape@rehamilton.org	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
WS	Wade	Spang	Midewin	30239 S. State Route 53	Wilmington	IL 60481	wspang@fs.fed.us	TTF
	Jerry	Stewart	Wilmington Township	P.O. Box 397	Wilmington	IL 60481	jerryDJStewart@aol.com	TTF
ST	Steve	Strains	Northwestern Indiana Regional	6100 Southport Road	Portage	IN 46368-6	sstrains@nirpc.org	TTF
	Eldon	Strong	Center Township	1450 E. Joliet St.	Crown Point	IN 46307	cpcentertownship@sbcglobal.net	TTF
	John	Swanson	Northwestern Indiana Regional	6100 Southport Road	Portage	IN 46368	jswanson@nirpc.org	CPG
	Bruce	Tammen	Custer Township	37131 Essex Rd.	Wilmington	IL 60481	btammen@cbcast.com	TTF
	Jim	Testin	Robert E. Hamilton	3230 Executive Drive	Joliet	IL 60433	jtestin@rehamilton.org	TTF
RT	Renee	Thakali	Midewin National Tallgrass Pr	30239 S State Route 53	Wilmington	IL 60481	rthakali@fs.fed.us	TTF
	Tom	Thanas	City of Joliet	150 West Jefferson Street	Joliet	IL 60432	tthanas@jolietcity.org	TTF
	John	Thatcher	Wilton Township	16491 W. Kennedy Road	Wilmington	IL 60481		TTF
	Mark	Thompson	Hanson/IDOT Aeronautics	5710 West Eagle Lake Rd	Peotone	IL 60468	mthompson@hanson-inc.com	TTF
	David	Togliatti	Village of Coal City	515 S. Broadway	Coal City	IL 60416	dtogliatti@coalcity-il.com	TTF
	Daniel	Tovo	Village of Monee	5130 W. Court St.	Monee	IL 60449	mayortovo@villageofmonee.org	CPG



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Jerry	Townsend	Village of University Park					
	Jim	Trizna	City of Joliet	150 West Jefferson Street	Joliet	IL 60432	jtrizna@jolietcity.org	TTF
	Lawrence	Troutman	Channahon Township	25461 S. Fryer St.	Channahon	IL 60410	channahontownship@yahoo.com	TTF
	David	Uran	City of Crown Point	101 North East Street	Crown Point	IN 46307	mayor@crownpoin.in.gov	CPG
	Michael	Van Mill	Economic Alliance of Kankakee	200 E. Court Street, Suite 4	Kankakee	IL 60901	Mvanmill@kankakeecountyed.org	TTF
	Timothy	Vanderhyden	Jackson Township	100 Mississippi Ave.	Elwood	IL 60421		TTF
<i>WV</i>	Thomas	Vanderwoude	South Suburban Mayors and Mangers					
	David	VanderZee	Pace Suburban Bus	550 W. Algonquin Road	Arlington Heights	IL 60005	David.VanderZee@pacebus.com	TTF
	Bill	Viste	Illinois Department of Transportation	1 Langhorne Bond Drive	Springfield	IL 62707-8	william.viste@illinois.gov	TTF
	Jennifer	Wagner	Ridge Property Trust	8430 W. Bryn Mawr Avenue	Chicago	IL 60631	jwagner@rptrust.com	TTF
<i>DFW</i>	David	Wallace	Village of Monee	5130 W. Court Street	Monee	IL 60449	dwallace@villageofmonee.org	TTF
	James	Walsh	Manhattan Township	24645 Eastern Ave.	Manhattan	IL 60442	moomoo1949@att.net	TTF
	James	Walsh	Manhattan Township	24645 Eastern Ave.	Manhattan	IL 60442	moomoo1949@att.net	TTF



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Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Lawrence	Walsh	Will County	302 N. Chicago Street	Joliet	IL	60432	countyexec@willcountyillinois.com	CPG
	Stewart	Warren	Will County Board	302 N. Chicago St.	Joliet	IL	60432	swarren@willcountyillinois.com	TTF
	Tom	Weigel	Will County Board Land Use	302 N. Chicago Street	Joliet	IL	60432	tomweigel@att.net	TTF
EW	Eric	Wesel	Will County Department of Highways	16841 W. Caraway Road	Joliet	IL	60433	ewesel@willcountyillinois.com	TTF
NRW	Norm	West	U. S. Environmental Protection Agency	77 W. Jackson Boulevard	Chicago	IL	60604	west.norman@epa.gov	TTF
	Ken	Westlake	U. S. Environmental Protection Agency	77 W. Jackson Boulevard	Chicago	IL	60604	westlake.kenneth@epa.gov	TTF
	Kermit	Wies	Chicago Metropolitan Agency for Planning	233 South Wacker Drive, S	Chicago	IL	60606	kwies@cmap.illinois.gov	TTF
	Alan	Williams	Manteno Township	1031 Boudreau Road	Manteno	IL	60950	mantenotwp@sbcglobalnet.com	TTF
	R. A.	Willis	Village of Godley	150 S. Kankakee St.	Godley	IL	60407	vofgodley@yahoo.com	CPG
	Keith	Wozniak	U.S. Army Corps of Engineers	111 North Canal St.	Chicago	IL	60606-7	keith.l.wozniak@usace.army.mil	TTF
	Rocco	Zucchero	Illinois Tollway	2700 Ogden Ave.	Downers Grove	IL	60515	rzucchero@getipass.com	TTF



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LH	Louis	Haasis	FHWA - IND Div	575 N Penn St	Indianapolis	IN 46204	Low.Haasis@Dot.Gov	
PTK	PAUL	KWIATKOWSKI	TRUSTEE WILL TWP	4708 W COUNTY LINE	GRANT PARK	IL 60940	W9IEY@AOL.COM	
APB	Anthony	Basile	Land holder	30850 S cedar	Manhattan	IL 60442		
PAB	Paula	Basile	" "	" "	" "	" "	PAB60442@yahoo.com	
JL	Joe	Exl	NIRPC	6100 Southport Rd	Portage	IN 46368	jexl@nirpc.org	
EE	Erwan	Ibrahim	NIRPC			IN 46368	eibrahim@nirpc.org	
	Alice	Hankin						
	Phil	Stuepfert	Wilmington	651 Prairie Point Dr	Yorkville	IL 60560	pstuepfert@hrgreen.com	
	Alan	Smith	will township will county farm	32021 S. Burr Oak Dr	Peotone	IL 60468	Swinefarm@ATT.NET	



**Illiana Corridor  
Corridor Planning Group (CPG) / Technical Task Force (TTF) Workshop #1 Summary  
April 10, 2013**

**CPG/TTF Workshop #1:**

The 1st CPG/TTF Workshop for the Illiana Corridor Study Tier Two was held on April 10, 2013 at the Will County Atrium in Peotone, Illinois from 1:00-4:15 PM.

The purpose of the workshop was to discuss the vision for the Illiana Corridor with respect to land use planning, economic development, context sensitive design elements and themes. The meeting included a PowerPoint presentation, which provided background about the corridor, reviewed current and projected growth trends, as well as population, employment and land use. After the Powerpoint Presentation, participants broke out into six small groups, and were each lead in two different discussions by a facilitator. The CPG/TTF #1 Workshop was announced at the combined CPG #1 meeting and a follow up was sent on March 30, 2013.

The meeting was attended by 45 participants, 43 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and two observers.

**Small Group Discussion #1:**

- **Strategic Analysis of Corridor's Future**
  - Opportunities
  - Challenges

Topics might include:

- Quality of Life and Amenities
- Agriculture
- Economic Development & Business Opportunities
- Natural Resources & Environment
- Transportation
- Community-Provided Services

**Small Group Discussion #2:**

- **Visions for Corridor Development**

**Assignment:**

- Identify Key Development Themes for Consideration*
- Identify Key Opportunities for Benefits*
- Identify Potential Barriers to Theme Accomplishment*
- Identify Key Development Concerns for Local Planning*
- Provide Feedback on Context Sensitive Design Options*



Station One	Jamy Lyne
<b>Alicia Hanlon</b>	Will County Executive
<b>Tony Graff</b>	City of Wilmington
<b>Eric Wesel</b>	Will County Highway Department
<b>George Gray</b>	Peotone Township
<b>Marian Gibson</b>	Village of Manhattan
<b>Paul Lohmann</b>	Village of Beecher
<b>Bob Barber</b>	Village of Beecher
<b>John Hack</b>	Peotone Township

### Discussion #1: Strategic Analysis of Corridor's Future

#### Opportunities:

- Reintroduction of development district
- Formation of Corridor Plan Council
- Econ Development—will bring new infrastructure
- Will re-route truck traffic from local roads
- Formation of special districts to deal with growth demands
- Jobs
- Preservation of natural and agricultural areas
- Allocation of land for environmental sustainability
- Tax dollars—property & sales
- Airport traffic relief

#### Challenges:

- Planning across diverse county characteristics and desires
- Location of interchanges
- Time & Money
- Agricultural machinery traverse of area now closed due to Illiana
- Preserve Illiana linkage to quality
  - North-South connecting routes
- Increase overpass/underpass options
- Formation of special districts to handle growth demands
- Cart before horse (is Illiana driving community development or is the community driving development along Illiana)
- Preservation of natural areas and agriculture
- Continuity of access for local residents & EMS
- Cut off farmland & Chop of farm parcels
- Do we plan for Illiana & SSA or just for Illiana

### Discussion #2: Visions for Corridor Development

- North-South Trail connection
- Bioswales in certain areas & Storm water Management
- Linking Illiana into existing communities
- Landscape buffers
- Challenge- native plantings mowed down or not maintained



Station Two		Philip Roth
<b>Edgar Corns</b>		Town of Lowell
<b>Darlene Corns</b>		Town of Lowell
<b>Eman Ibrahim</b>		NIRPC
<b>Doug Niksch</b>		Town of Lowell
<b>Harold Mussman</b>		West Creek Township
<b>Pat Mussman</b>		West Creek Township
<b>Don Parker</b>		Town of Lowell
<b>Joe Exl</b>		NIRPC
<b>Steve Strains</b>		NIRPC
<b>Richard Ludlow</b>		Town of Schneider

### Discussion #1: Strategic Analysis of Corridor's Future

#### Opportunities:

- Economic Development

#### Challenges:

- Concerned about impact on bus routes in Lowell
- School bus routes are longest in the state, up to an hour and a half
- Drainage, drinking water availability, water treatment, sanitary sewer

### Discussion #2: Visions for Corridor Development

- Economic Development
- Schools
- EMS
- Water
- Farmland

Station Three		Keith Sherman
<b>David Wallace</b>		Village of Monee
<b>Delbert Skimerhorn</b>		Kankakee County
<b>Bill Borgo</b>		Village of Manhattan
<b>Michael Einhorn</b>		Mayor of Village of Crete
<b>Matt Fritz</b>		Village of Coal City
<b>Paul Kwiatkowski</b>		Will Township Trustee

### Discussion #1: Strategic Analysis of Corridor's Future

#### Opportunities:

- Rerouting intermodal traffic
  - Improves quality of life



- Opens up Cougar Road as major North-South transportation link
- Cedar Road opens up
- Improves regional access for Will County
- Opportunities for light industry for community
- Opportunity for communities to specialize development/land use
- Industrial development
- Regional utility corridor
  - Cable
  - RR use
- To improve communication on impact road closures; emergency services

**Challenges:**

- Drainage Storm Water
- Threat to agriculture
  - Dividing farm operations
  - Taking away from farming opportunities
- Impacts current landowners
- Need for comprehensive emergency plan for all communities & rural townships
- Need to know where public utilities should be connected
- No local benefit for local traffic

**Discussion #2: Visions for Corridor Development**

- Opportunities to specialize each community along the corridor based upon communities desires
- Corridor could become East-West for utilities
- Potential for sensitive design, landscaping themes across the corridor, and to adopt a descent architectural theme that blends in with the tall Grass Prairie

Station Four		Randy Simes
Frank Patton		Great Lake Basin LLC
Mark Nelson		Village of Manhattan
Richard Duran		Village of Peotone
Martin Monahan		Citizen Advisory Committee
Thomas Vander Woude		South Suburban Mayors

**Discussion #1: Strategic Analysis of Corridor's Future**

**Opportunities:**

- To consolidate utility & other transportation corridors
- For Metra Park & Ride in Peotone Area
- Natural corridor to offer greater biodiversity and create 'Emerald Necklace' of sorts
- Study possibility of interest in a bikeway/walking trail along all or parts of corridor



- Industrial, retail, agri-tourism, south & Manhattan
- Intermodal at Southwest side of Interchange near Peotone
- Economic development near Peotone (commercial)
- Consider new truck service plaza in middle of corridor to attract travel traffic to the corridor
- Study need for a rest areas corridor possibly of areas to nature areas
- Enhanced entrance to communities along route

### **Challenges:**

- Access to Route 53
- Accommodate truck noise
- Review area for wild animal crossings (ie. Deer)
- Ensure drainage from natural wetlands disturbed retention area
- Road closures, frontage roads & connections from farmers/EMS etc., to get to next overpass
- Splitting farm parcels

### **Discussion #2: Visions for Corridor Development**

- Overpasses that promote a theme
- Bike/ corridor along entire length
- Compact, controlled growth to preserve corridor theme
- Some commercial near interchanges
- Mostly residential in Peotone, aside from intermodal at Southwest side of interchange & commercial on Northeast side
- Impacts on agriculture
  - Splitting parcels
  - Too small to farm
  - Access to either side
  - Generally try to preserve
- Impacts on water quality
  - Concern about what water runoff does to road and impacted farms and field tiles
  - Minimize crossing impacts
- Scattered development or concentrated near towns
  - Concentrated near towns
    - Peotone
    - Beacher
    - Rt. 41
- Create Gateways into nearby communities
- Connection between old/ne Rt. 66 and near Kankakee River Bridge
- Need to look at regional planning so all communities can share and enjoy
- Use natural/native materials for facades/facing of overpasses
- Nature corridor, Agri-tourism, Nature promotion at both ends



- Smart Growth
  - Land Use considerations for No Action Alternative
  - Consider splitting highway to preserve and promote natural areas –maybe near state line crossing

Station Five		Ron Shimizu
Adam Lintner		Illinois Tollway
Colin Duesing		Will County Land Use
Elizabeth Pelloso		US EPA
Brian Smith		IDOT

**Discussion #1: Strategic Analysis of Corridor’s Future**

**Opportunities:**

- Green connectivity (wildlife, water, etc)
- Proper planning of local roads & development serving Illiana
- Development at interchanges, if controlled
- Re-introduction of full 129 interchange
- Possible utilities in corridor
- Cedar Road EMS access sized for full interchange
- Greenway trails, bike trails

**Challenges:**

- Drainage/Storm water management. Wetland & storm impacts between Cedar Lake & Lowell
- Proximity to Midewin
- Wetland & storm impacts between Cedar Lake & Lowell
- Crossing Illiana to reach farm property
- Loss of tax revenue
- River crossing in Wilmington (historic places)
- Sprawl at interchanges
- Drainage district—coordination needed
- Electronic tolling
- Symerton (proximity to corridor)

**Discussion #2: Visions for Corridor Development**

- If this is built as a P3, make sure you can have changes within 20 years
- Local & municipal zoning
- Make sure there is animal progress north and south
- Diagonal parcels—first 20 years a lot of impact



- Sound wall financing

Station Six	Rick Powell
Elizabeth Schuh	CMAP
Mark Schneidewind	Will County Farm Bureau
Jerry Heinrich	Midewin Alliance
Norm West	US EPA
Tim Good	Forest Preserve District of Will County
Joyce Newland	FHWA
Louis Haasis	FHWA
Bruce Hamann	Will Township
Wade Spang	Midewin National Tallgrass Prairie
Renee Thakali	Midewin National Tallgrass Prairie

### Discussion #1: Strategic Analysis of Corridor’s Future

#### Opportunities:

- Equestrian/Bicycle trail—“multi modal”
- Midewin—both a challenge and an opportunity, preserve setting and co-exist with surrounding boundary development
- “Greater Green Area”—Prairie parklands market the area
- Planning Assistance
- Connectivity with Eastern & Western resources
- Needed East-West Transportation
- Water management--regional
- Route 66 & Kankakee River—tourism
- Improve water based recreation

#### Challenges:

- Water/drainage & field tiles
- Handling Intermodal Warehouse Traffic
- Interchange locations and funding
- Connectivity fragmentation
- Cultural resources—historic, prehistoric
- Impediments to wildlife—“gene pool”
- Lack of regional plan—competition of local plans
- Effect of Illiana on peripheral roads
- Dealing with unknown—new facilities not yet known
- Behind the curve with planning
- Market driven development with short range objectives
- Need for assistance and cooperation with planning



- Preserving local resources in a changing environment
- How to balance “jobs” with preservation and smart planning
- Small streams—more impacted by development
- Landlocking
- Implement access

### **Discussion #2: Visions for Corridor Development**

- Elwood to Coal City—large area for people to come recreate, tourism
- How to keep from being segregated
- Need a regional plan in place
- Interchange locations

DRAFT



**Illiana Corridor**  
CPG/TTF Meeting #2  
April 30, 2013

Tier Two



### Agenda

- Tier Two CPG and PM #1 Recap
- TTF #1 Land Use Planning Workshop Recap
- Purpose and Need
- Alternatives Evaluation Process
- Refined Working Alignment
- Local Road Connectivity
- Interchange Types and Locations
- Mitigation Opportunities
- Next Steps



IL/IN CPG/TTF Meeting #10 | 2

## Tier 2 CPG #1 Recap



- Zoning changes through county or township
- Current congestion calculations
- Next steps in the property study (environmental, archeological, geo-tech, ground surveys, appraisals)
- Road closures – costs and impacts
- Land use plans and funding
- Landowner outreach/notification
- Financing Options

HELD ON MARCH 14, 2013

**63 Attendees**



IL/IN CPG/TTF Meeting #10 / 3



## Public Meeting #1: What did we hear?

- EMS-route & funding concerns
- Drainage/stormwater solutions
- Environmental impacts
- Project funding/financing
- Land acquisition procedures
- No-Build alternative
- Traffic estimates
- Support of project
- Overpass and other alternative suggestions



APRIL 16 & 18, 2013

**Over 600 Attendees**





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# TTF Workshop #1 Recap

## Land Use

Tier Two



### Purpose of the TTF Workshop

- Identify Land Use Opportunities and Challenges
- Identify Key Land Development Themes for Local Land Use Agencies Consideration
- Identify Ideas for Development Along Corridor
- Get Feedback on Context Sensitive Design Concepts
- Explore Best Practice Concepts
- Provide Thoughts, Concepts and Ideas for Continued Planning



## TTF Workshop #1 Recap

- **43 Participants**
- Overview of current and projected growth trends
- **Breakout sessions:**
  - Land Use Opportunities & Challenges
  - Corridor Development Themes & Vision






## Economic Development Opportunities



- Protect and support existing farming operations
- Economic Development (industrial, light industry, intermodal logistics, retail)
- Controlled Development at interchanges
- Link to existing communities / avoid sprawling development
- Tourism potential (Midewin, Route 66, agri-tourism, eco-tourism, recreational and historic sites)
- Permanent jobs/small businesses




IL/IN CPG/TTF Meeting #10 | 8

## Environmental Protection and Opportunities







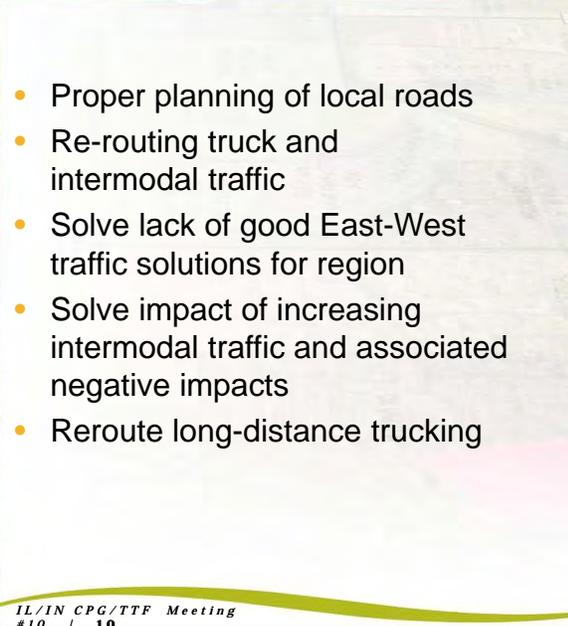

- Best management practices – restore/enhance what is impacted
- Document environmental impacts
- Protect Midwin and State Wildlife Reserves
- Link to Eco-tourism and recreational opportunities
- Regional water management planning and drainage solutions
- Establish “Greater Green” area
- Provide wildlife crossings and preservation areas
- Opportunity for bike/equestrian trails



## Potential Regional Traffic Solutions




- Proper planning of local roads
- Re-routing truck and intermodal traffic
- Solve lack of good East-West traffic solutions for region
- Solve impact of increasing intermodal traffic and associated negative impacts
- Reroute long-distance trucking





IL/IN CPG/TTF Meeting #10 / 10

## Need for Local and Regional Planning



- Corridor Planning Council or Group
- Built compatibility with regional plans
- Individual Community Planning (each community has its own aspirations)
- Region Water Management and Drainage Plan needed
- Preserve character of communities
- Control economic growth to avoid sprawling effects at interchanges and in rural areas
- Adopt Smart Growth practices to support community and rural character
- Capitalize on reduced congestion in south Cook/north Lake County I-80 Corridor

Illinois Department of Transportation

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IL/IN CPG/TTF Meeting #10 / 11

## TTF Workshop #3 Next Steps



TTF Workshop #3 set for  
**May 30, 2013**  
*Will County Fair Atrium*





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# Purpose and Need

Tier Two

Illinois Department of Transportation

ILLIANA CORRIDOR

LAKE COUNTY

This slide features the Illiana Corridor logo at the top left. The main title 'Purpose and Need' is centered in white text over a blue-tinted background image of a group of people. A yellow banner at the bottom right contains the text 'Tier Two'. Logos for the Illinois Department of Transportation and the Illiana Corridor are at the bottom. A photograph on the right shows people gathered around a large map of Lake County.



## Purpose and Need

Tier Two

Resource Agency Concurrence – April 2013

Sustainable solutions sought to:

- Alleviate Local System Congestion and Improve Local System Mobility
- Improve Regional Mobility
- Provide for Efficient Movement of Freight

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IL/IN CPG/TF Meeting #10 / 14

This slide continues the 'Purpose and Need' presentation. It features a blue header with the title 'Purpose and Need' and a yellow banner with 'Tier Two'. Below this is a dark blue banner with the text 'Resource Agency Concurrence – April 2013'. The main content is a light blue box with the heading 'Sustainable solutions sought to:' followed by three bullet points. A graphic of a path with green arrows and red pushpins is on the right. Logos for the Illinois Department of Transportation and the Illiana Corridor are at the bottom. A small inset photo shows people at a meeting.

**Alternative Provides Local Benefits**

**Travel Performance**

- **Reduces the strain of truck traffic on local roads**, improving safety, cutting commuting times, and reducing congestion.
- **Provides a continuous high speed corridor** between Indiana and Illinois
- **Supports the projected population and employment growth** expected to double by 2040
- **Increases accessibility to more jobs** within a 30-minute commute
- **Reduces the vehicle miles of travel on arterial roads** in study area by 26 million miles annually.

IL/IN CPG/TTF Meeting #10 / 15



**Alternative Provides Local Benefits**

**Access**

- **Crossroad continuity to meet access needs** of emergency services, schools, landowners, future land use plans.
- **Interchanges located on routes** capable of handling the traffic and land use demands

**Economic Development and Environmental**

- **Local planning initiatives to promote the communities** desired future land use plans
- **Increased tax revenues that can finance community assets** like parks, schools, libraries
- **Stimulate and support planning for sustainable features** such as open spaces, transit, greenways, recreation, water quality, farmland preservation, etc.

IL/IN CPG/TTF Meeting #10 / 16



**Alternative Provides Regional Benefits**

**Travel Performance and Accessibility**

- Provides an alternate route for **motorists** travelling on the heavily trafficked I-80 Borman
- Long distance through traffic is **diverted from I-80 to Illiana**, creating new capacity for the local traffic in the I-80 corridor
- Local and arterial roads in the I-80 corridor will experience **improved accessibility** as traffic shifts to the new available I-80 capacity created by the Illiana diversion.



IL/IN CPG/TTF Meeting #10 | 17



**Alternative Provides Regional Benefits**

**Travel Performance and Accessibility**

- Improved accessibility in the area **improves economic opportunities** in the North Lake County and South Cook area as well as the economically disadvantaged areas in the region.
- Improved accessibility promotes **infill and redevelopment**
- Improved accessibility in the **north Lake County region** improves accessibility to the Gary-Chicago Regional Airport.
- Improves accessibility to one of the **largest intermodal freight areas in America** projected to increase by 45,000 truck trips by 2040.



IL/IN CPG/TTF Meeting #10 | 18



## Alternative Provides Regional Benefits

**Access and Safety**

- By connecting communities, the Illiana corridor serves as a backbone for local planning of many other land use needs in this area of dynamic growth.
- Value of travel time savings alone in the region is at least \$5B; greater share of the travel savings found in the I-80 corridor.
- Safety is improved by shifting longer distance traffic from local roads to Illiana which would have lower crash rates

**Economic Development and Environmental**

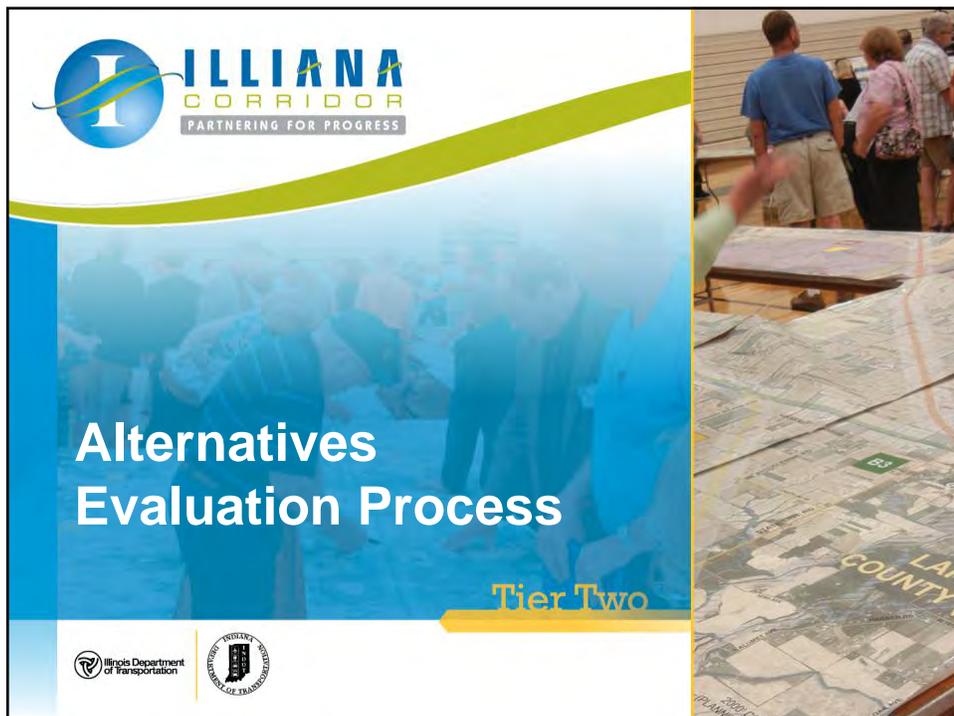
- Create or retain almost 9,000 local construction jobs immediately. The creation of almost 25,000 local jobs is projected for the long term.
- Long term economic output, estimated at over \$4 billion, will be far reaching.
- Reduces the number of miles traveled, hours of emissions, and fuel wasted due to cars and trucks caught in traffic.

IL/IN CPG/TTF Meeting #10 / 19



## Alternatives Evaluation Process

Tier Two



## Alternatives Evaluation Process

Tier Two

- ✓ Start with Tier 1 P&N, Working Alignment, Interchange Alternatives
- ✓ Perform Avoidance, Impact Minimization, and Alternative Mitigation Studies
- ✓ Perform Interchange Type/Location Studies
- ✓ Perform Crossroad Connectivity Studies
- ✓ Assess New Alternatives Brought Forth Through Public Outreach
- ✓ Perform Technical Surveys and Environmental Studies
- ✓ Document Findings and Disposition of Alternative Evaluation

IL/IN CPG/TTF Meeting #10 / 21

## Alternatives Evaluation Process Milestones

Tier Two

2013      STAKEHOLDER INVOLVEMENT AND AGENCY INPUT      Spring 2014

Data Collection

Update Purpose & Need

Design Alternatives

Preferred Alternative & Mitigation

Tier Two Record of Decision

WE ARE HERE

One-on-One Meetings  
Jan./Feb. 2013

Public Meeting  
April 2013

One-on-One Meetings  
May/June 2013

Public Meeting  
June 2013

Public Hearing  
Fall 2013

▲ CPG/TTF Meetings

▲ TTF Meetings

IL/IN CPG/TTF Meeting #10 / 22

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# Refined Working Alignment

Tier Two

Illinois Department of Transportation  
ILLINOIS STATE BOARD OF TRANSPORTATION

## Refined Working Alignment

Tier Two

### Concept Revisions Reduce Farm Severances

- A 30 acre reduction in severances per parcel was possible in ten 80 Acre Parcels over a 4 miles segment of the working alignment by applying a 300' shift to the south
- Over 25 large parcels have significant reductions in severance due to alignment adjustments

IL/IN CPG/TF Meeting #10 | 24

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# Local Road Connectivity

Tier Two

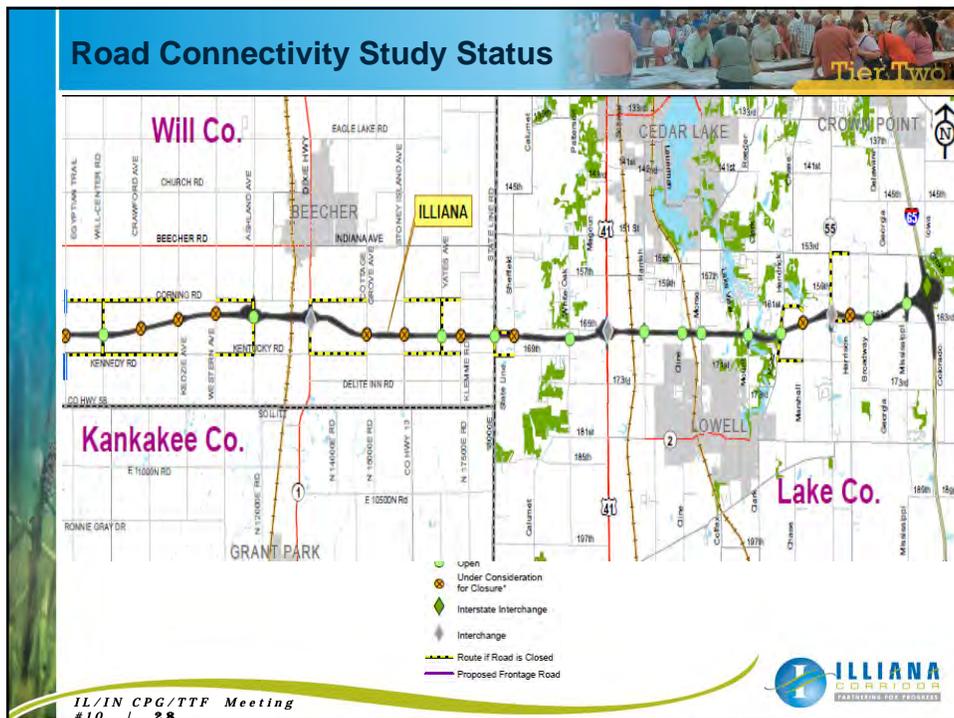
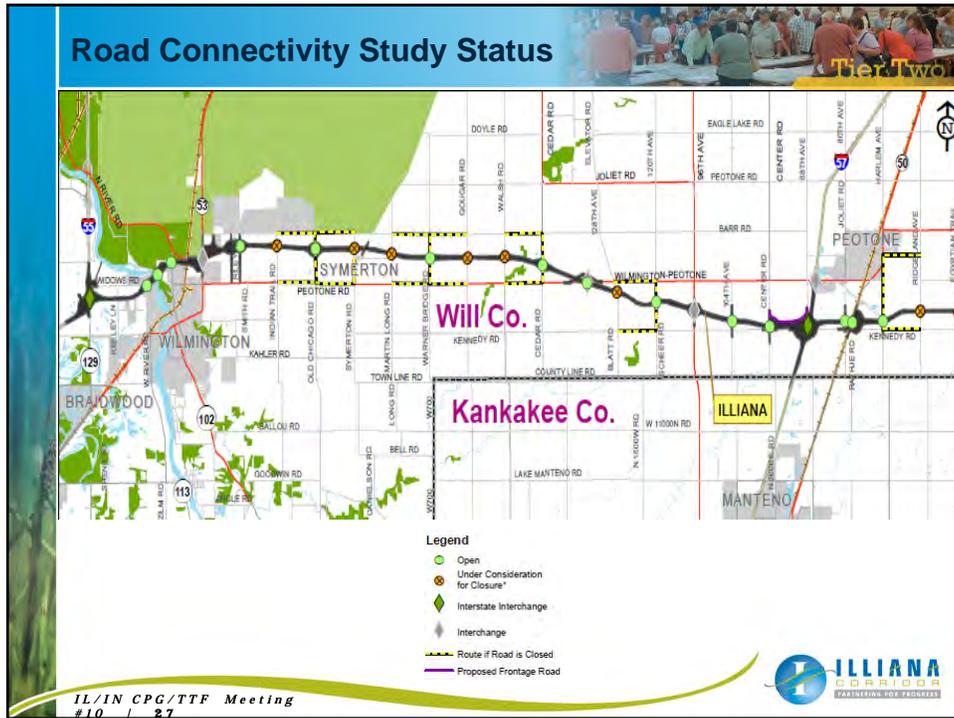
ILLINOIS DEPARTMENT OF TRANSPORTATION  
ILLINOIS STATE BOARD OF TRANSPORTATION

## Local Road Connectivity

- **Economic Considerations**
- **Emergency and School Routes**
- **Landowner Access**
- **Future Land Use**
- **Stakeholder Involvement**
  - Local Officials
  - Emergency Services
  - School Districts
  - Farm Operations
  - Local Road Agencies
  - Others

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**Interchange Types and Location**

- Initially locate at state highways
- State highways generally offer compatible traffic function and land use for interchanges
- State highways are necessary truck route connections
- Future land use plans may not be compatible
- 3 new interchanges considered in Tier two
- New interchanges may be deferred to future when demand or land use develops

IL/IN CPG/TF Meeting #10 | 39



# Environmental Avoidance and Minimization

Tier Two



## Environmental Avoidance and Minimization

- Updated information based on site specific surveys
- Best Management Practices
- Mitigation is determined by state and federal regulation, and may go above and beyond minimum requirements



*AVOID • MINIMIZE • MITIGATE*



IL/IN CPG/TF Meeting #10 | 32

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# Next Steps

Tier Two

Illinois Department of Transportation

ILLIANA CORRIDOR

LAKE COUNTY

This slide features the Illiana Corridor logo at the top left. The main content area is a blue-tinted photograph of a group of people gathered around a large map on a table, with the text 'Next Steps' overlaid in white. To the right, a vertical strip shows a photograph of people at a public meeting looking at a map. The text 'Tier Two' is positioned at the bottom right of the main image area. Logos for the Illinois Department of Transportation and the Illiana Corridor are at the bottom left.

2013 STAKEHOLDER INVOLVEMENT AND AGENCY INPUT Spring 2014

**Data Collection** → **Update Purpose & Need** → **Design Alternatives** → **Preferred Alternative & Mitigation** → **Tier Two Record of Decision**

**Public Meeting April 2013** (WE ARE HERE)

**Public Meeting Early Summer 2013**

**Public Hearing Fall 2013**

▲ CPG/TTF Meetings

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IL/IN CPG/TTF Meeting #10 / 34

This diagram illustrates the project's stakeholder involvement timeline. It shows a sequence of five chevron-shaped stages: 'Data Collection', 'Update Purpose & Need', 'Design Alternatives', 'Preferred Alternative & Mitigation', and 'Tier Two Record of Decision'. The 'Update Purpose & Need' stage is highlighted with a red circle and the text 'WE ARE HERE'. Below the stages, three public events are marked: a 'Public Meeting April 2013' (under 'Update Purpose & Need'), a 'Public Meeting Early Summer 2013' (under 'Design Alternatives'), and a 'Public Hearing Fall 2013' (under 'Preferred Alternative & Mitigation'). A legend indicates that green triangles represent 'CPG/TTF Meetings'. The slide includes the Illiana Corridor logo at the top right and bottom right, and the Illinois Department of Transportation logo at the top right. The footer contains the text 'IL/IN CPG/TTF Meeting #10 / 34'.

### Next Steps?

- *Gather input and technical findings*
- *Land surveys continue*
- *Stakeholder outreach*
- *Financial Planning*
- *Develop Alternative(s) To Carry Forward*

*PUBLIC MEETING #2 - JUNE 2013*



### Corridor Planning and Task Force Groups

*CPG/TTF MEETING #3 - MAY 30, 2013*

**TTF Workshop – 9:00 a.m.  
CPG/TTF – 1p.m.**

**Will County Fair Atrium  
Peotone, IL**





**Illiana Corridor Tier Two  
Corridor Planning Group (CPG) / Technical Task Force (TTF) Meeting #2 Summary  
April 30, 2013  
Cedar Lake Ministries – Cedar Lake, IN**

**CPG/TTF Meeting #2:**

The second CPG/TTF meeting for Tier Two was held on April 30, 2013 at Cedar Lake Ministries in Cedar Lake, Indiana from 1:00-3:00 PM. To announce the CPG/TTF Meeting #2, an email invitation was sent on April 22, 2013.

The meeting included a PowerPoint presentation, which was used to explain what will happen in Tier Two (Purpose and Need, alternatives, landowner outreach, context sensitive solutions, and next steps).

The meeting was attended by 31 participants, 28 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and three observers.

**Tier Two:**

Tier Two will shift the focus from the broad 950 square mile study area to detailed engineering studies and environmental assessments for the Tier One selected corridor, “B3”. Tier Two is the continuation of the NEPA process, and involves evaluating Context Sensitive Solutions (CSS), performing field studies, preparing a GIS-based impact assessment, and determining financing strategies with the goal of a preferred alternative, environmental footprint, and financing plan. A “Tier Two” schedule was presented, identifying the public involvement/NEPA process timeline.

The Illiana Corridor was presented as being IDOT’s first P3 project. INDOT has previous experience on P3 projects including the Ohio River Bridges project, which is currently under construction. Potential P3 delivery methods were discussed, including “Design-Build” or “Design-Build-Finance-Operate-Maintain” models. All options (including No-Action) are currently being analyzed. IDOT and INDOT presented that with P3, it is a good time to take advantage of TIFIA loans for private investors.

**Agenda:**

- Tier Two CPG and PM #1 Recap
- TTF #1 Land Use Planning Workshop Recap
- Purpose and Need
- Alternatives Evaluation Process
- Refined Working Alignment
- Local Road Connectivity
- Interchange Types and Locations



- Mitigation Opportunities
- Next Steps

## Questions and Comments

During the CPG/TTF meeting held on April 30, 2013, representatives from local communities and agencies provided comments and/or questions on the development of the Illiana Corridor. Among the topics covered were the following (answers provided by IDOT/INDOT are in parentheses):

- How do you plan to reduce local truck traffic, when no one local will use Illiana? (The Illiana will reduce local truck traffic by attracting through-traffic that currently utilizes the local road network and causes congestion.)
- How will this affect the garbage trucks coming from Chicago down Route 1 through Beecher? (Great opportunity for local government to look into truck management.)
- Questioning the estimate for 9,000 construction jobs (Jobs are not just the jobs on the construction site; it also includes behind-the-scenes work.)
- Who will set the toll rates? (Toll rates are decided based on a variety of factors. Ultimately decided between IDOT & INDOT through the project contract.)
- Won't the numbers of trucks determine the tolls? (Not necessarily; there are a lot of factors to look at and consider.)
- TIFIA funds? Are those always successful? (Depends on how deals are structured.)
- Traffic Crown Point to Route 1 statistics (Village of Beecher and land use plans have provided information. Whatever we design at Route 1, we want it to be able to accommodate a future interchange.)
- Your design won't inhibit the Illiana going further east than I-65, but you are not considering going west of I-55. Please explain. (The area west of I-55 is very challenging due to the presence of a nuclear power plant and environmentally sensitive areas. If this is an identified need in the future, it would be possible to explore.)
- What's your timeframe to build more bridges? (Phase I Study is going on right now.)
- Can you explain the request for proposal? (It's a very specific proposal—over 600 pages. It will outline all of the requirements and performance standards for the project. The request for proposal will be released around the same time as the FHWA ROD.)
- When this is a proposal? Do we have an opportunity to go back and save money? (Yes, there is a 6 month negotiation period.)
- Will the RFP be available on the website? (It will have to be done through the state's regulations.)
- Is there going to be a plan for operations for Emergency Services routes? (We are looking into that and meeting one-on-one with the emergency services providers in the study area.)

Representatives from the study team were able to provide responses to each question/concern voiced and differentiated between policies within Illinois and Indiana, where applicable. When the



presentation and Q&A concluded, attendees were able to view a printed map at separate stations and ask specific questions of PB and IDOT/INDOT representatives.

**Next Steps:**

Tier Two next steps include a combined CPG/TTF Meeting #3 on May 30, 2013.

# Illiana Land Use Technical Task Force Meeting #2

*April 30, 2013*

Tier Two



# Welcome

## *Purpose of Today's Meeting*

- Review vision themes from April 10, 2013 Meeting
- Determine Potential Actions/Strategies to Achieve Vision
- Identify Agencies to Lead Land Use Planning

Tier Two



- **Project Element** – DOT's fund and maintain
- **Mitigation** – DOT's fund Local authority to maintain
- **Enhancements** - Shared responsibilities
- **P3** considerations are being developed
- Local Communities are responsible for Land use Planning and Zoning



# Today's Task

Tier Two

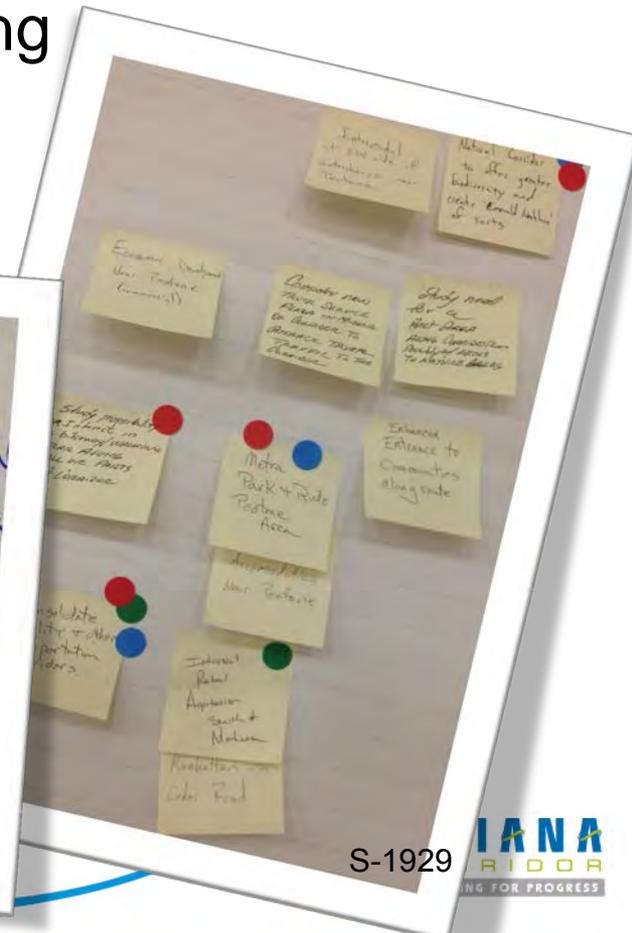
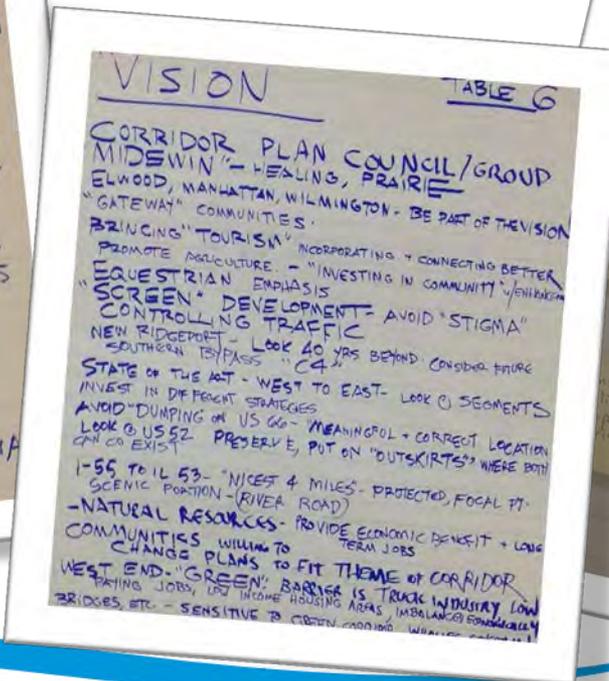
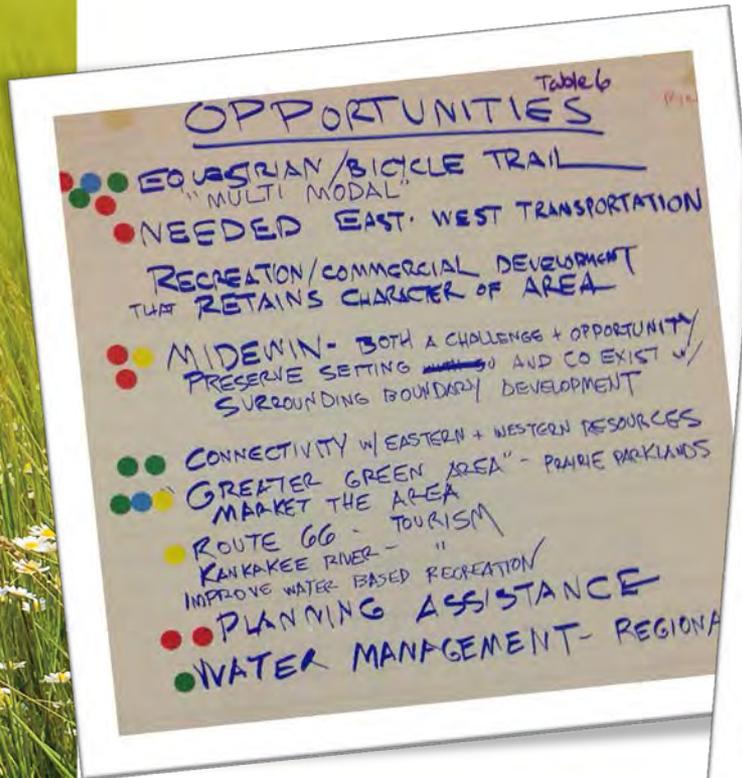


- Study team explains how the Illiana can support the visions outlined on April 10, 2013
- Study team provides a review of local planning and legal tools that can be utilized to support each vision
- Participants collaborate on how to achieve specific vision items
- Participants report back to the group and share their ideas.



# Visions for the Illiana Corridor

Comment Gathered at  
Illiana Land Use Meeting  
April 10, 2013



- Vision themes
  - Economic development opportunities
  - Environmental protection or opportunities
  - Traffic solution opportunities
  - Need for local and regional planning
- Visions are supportive of County, Municipal and MPO Goals



## Economic Development

- Protect and support farming
- Support local economic growth
- Support regional economic growth
- Tourism opportunities

Tier Two

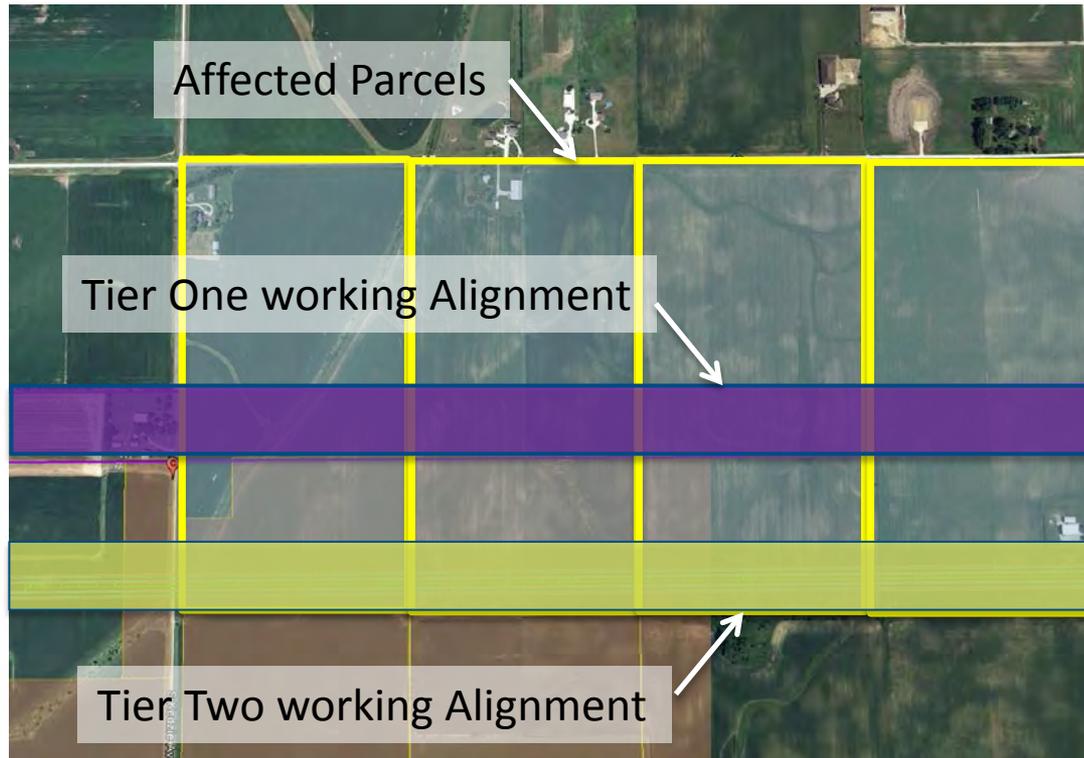


## Illiana Consults 850 Landowners

- Operations
- Access
- Wells
- Septic Fields
- Drain Tiles
- Tenants



## Concept Revisions Reduce Farm Severances



- A 30 acre reduction in severances per parcel was possible in ten 80 Acre Parcels over a 4 miles segment of the working alignment by applying a 800' shift to the south
- Over 25 large parcels have significant reductions in severance due to alignment adjustments

# Protect and Support Farming

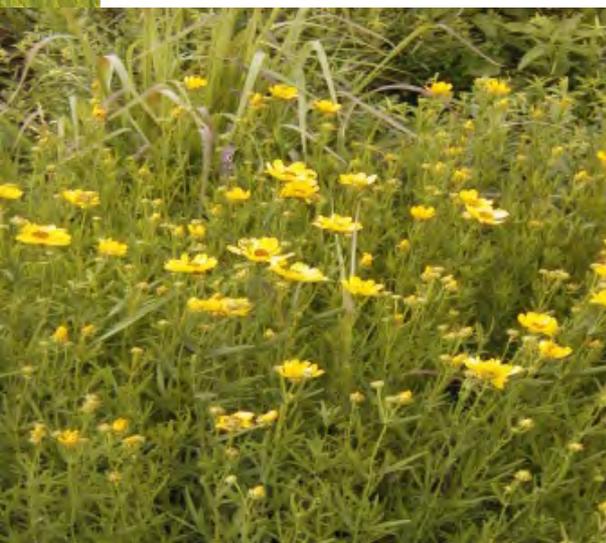
Tier Two



- Road connectivity study adds more access
- Zoning and development controls can sustain agri-business use

# Support Local and Regional Economic Growth

Tier Two



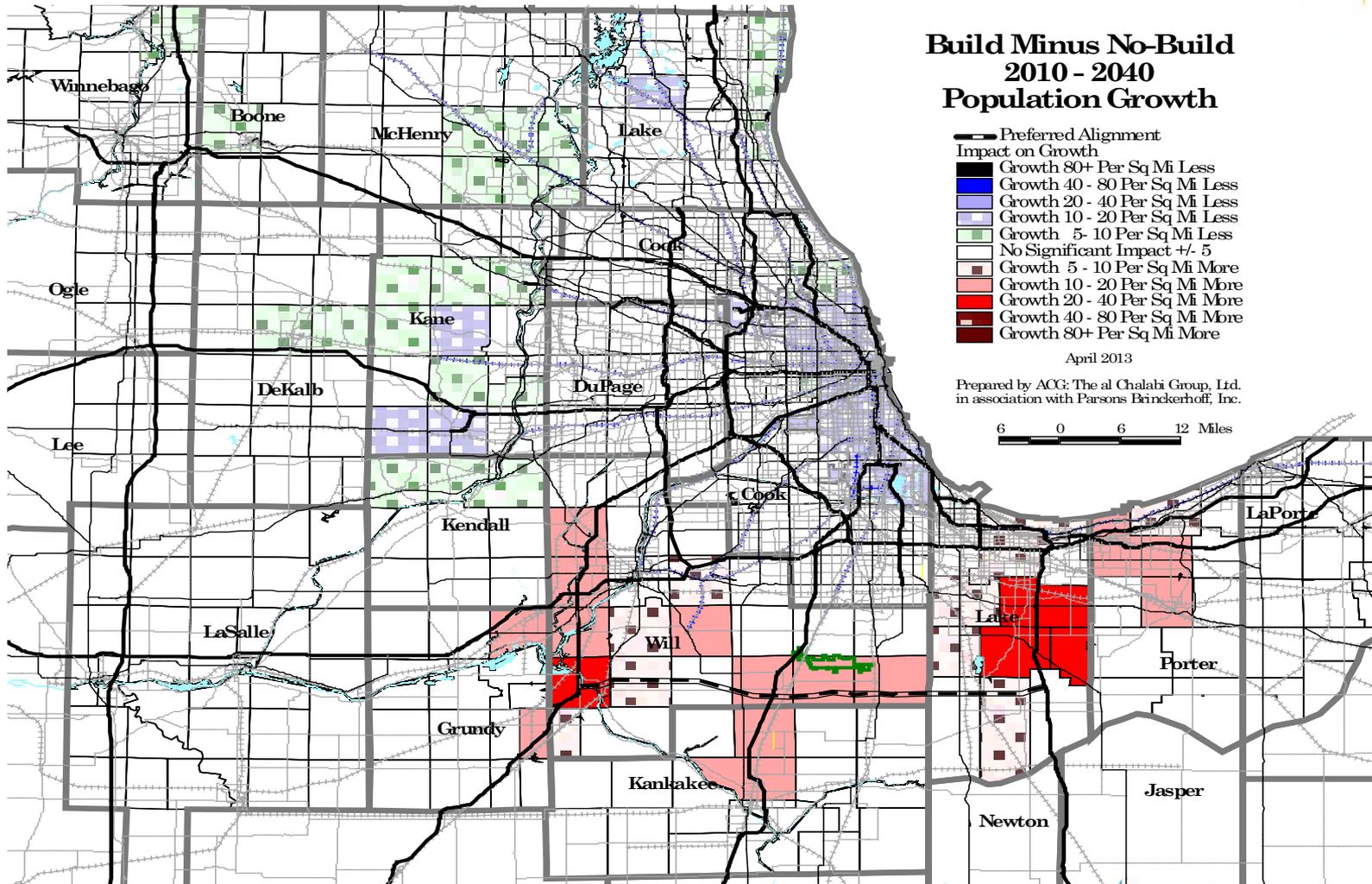
- Support local and regional economic growth
  - Illiana provides improved access for economic development and access to job opportunities in the Corridor
  - The Illiana promotes infill development near I-80 by diverting long-distant though traffic to the Illiana without excessive growth in southern Will and Lake County.



# Support Local and Regional Economic Growth

Tier Two

## Change in Population Growth





## 2040 Township Population Growth of Build vs No-Build Along The Illiana Corridor

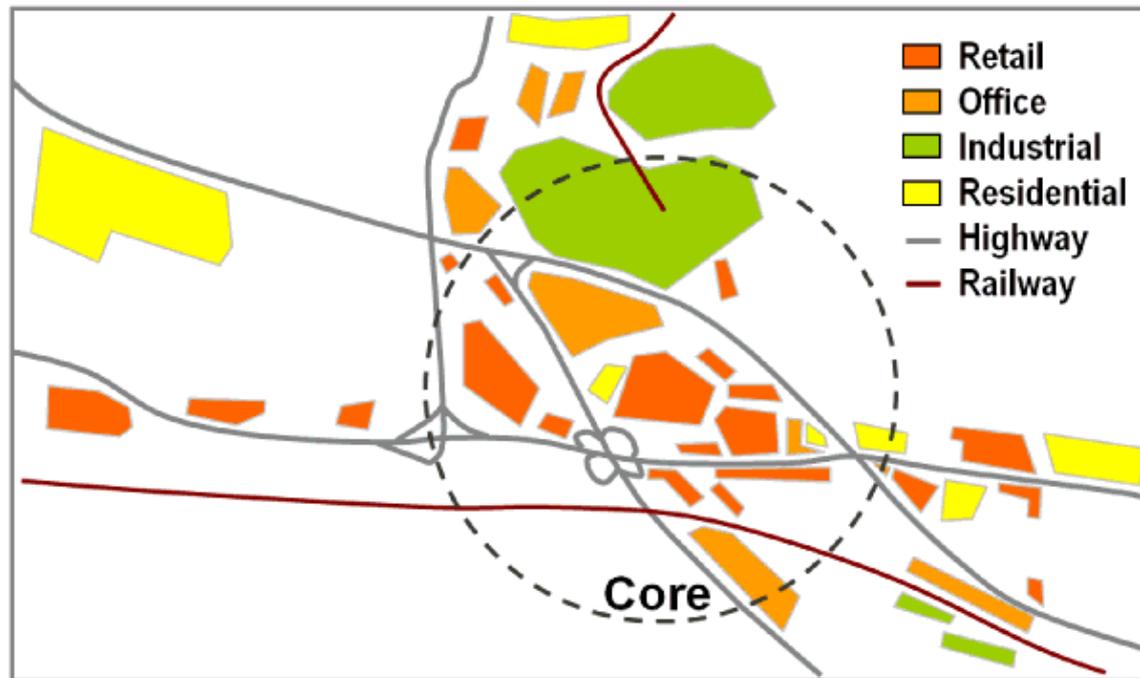
SR 55	Cedar Creek and Eagle Creek Twp:	616 people
US 41	West Creek Twp:	224 people
IL 1/Ashland Ave	Washington Twp:	720 people
I 57	Peotone and Will Twp:	867 people
US 45/52	Wilton Twp:	133 people
IL 53	Wilmington and Florence Twp:	912 people

**Average increase in density of 10 people per square mile in the townships touching the Illiana Corridor**

*Source: Year 2040 Projected Change in Population for Townships in the Illiana Corridor for the Build scenario vs No-Build, SAG*

- **Controlled Development at Interchanges**
  - The majority of Illiana interchanges will be located at US and State Marked routes
  - State highways generally support compatible traffic functions and land use for interchanges
  - Illiana Tier Two process is providing opportunities for discussing interchange locations and highlighting land use controls at interchanges

## Interchange Planning Provides Sustainability



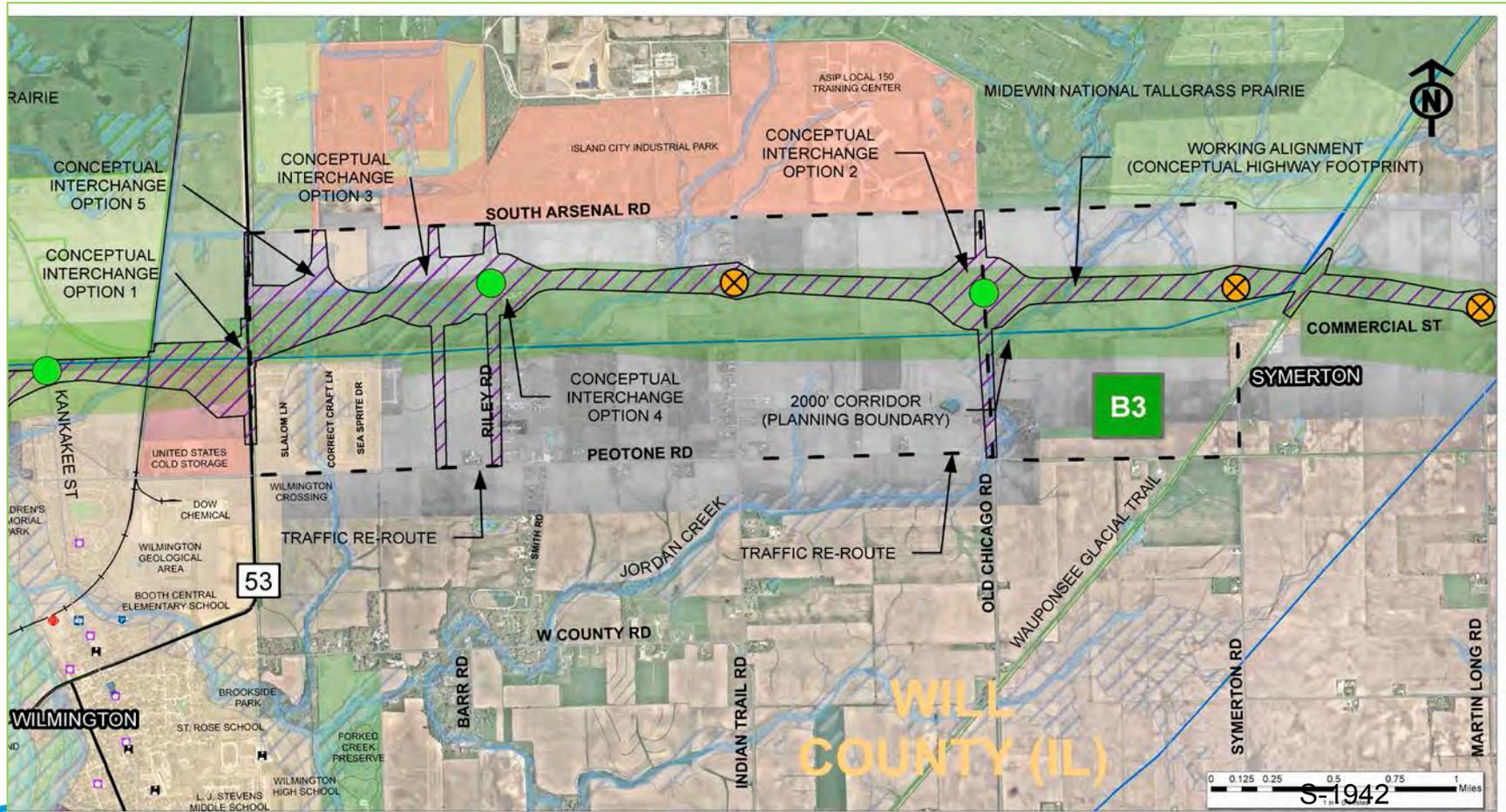
- **Unique Considerations at IL 53 and SR 55**
  - Illiana Tier Two process is promoting corridor planning coordination for build scenario land uses
  - Future land uses versus sustaining existing sensitivities

- IL 53 Interchange Considerations
  - Historic Route 66 Corridor
  - Midewin National Tallgrass Prairie
  - Intermodal Truck Traffic Routing
  - Local Economic Development
- Preference is for an IL 53 interchange to get trucks to Illiana as directly as possible, however, studies continue

# Support Local Economic Growth

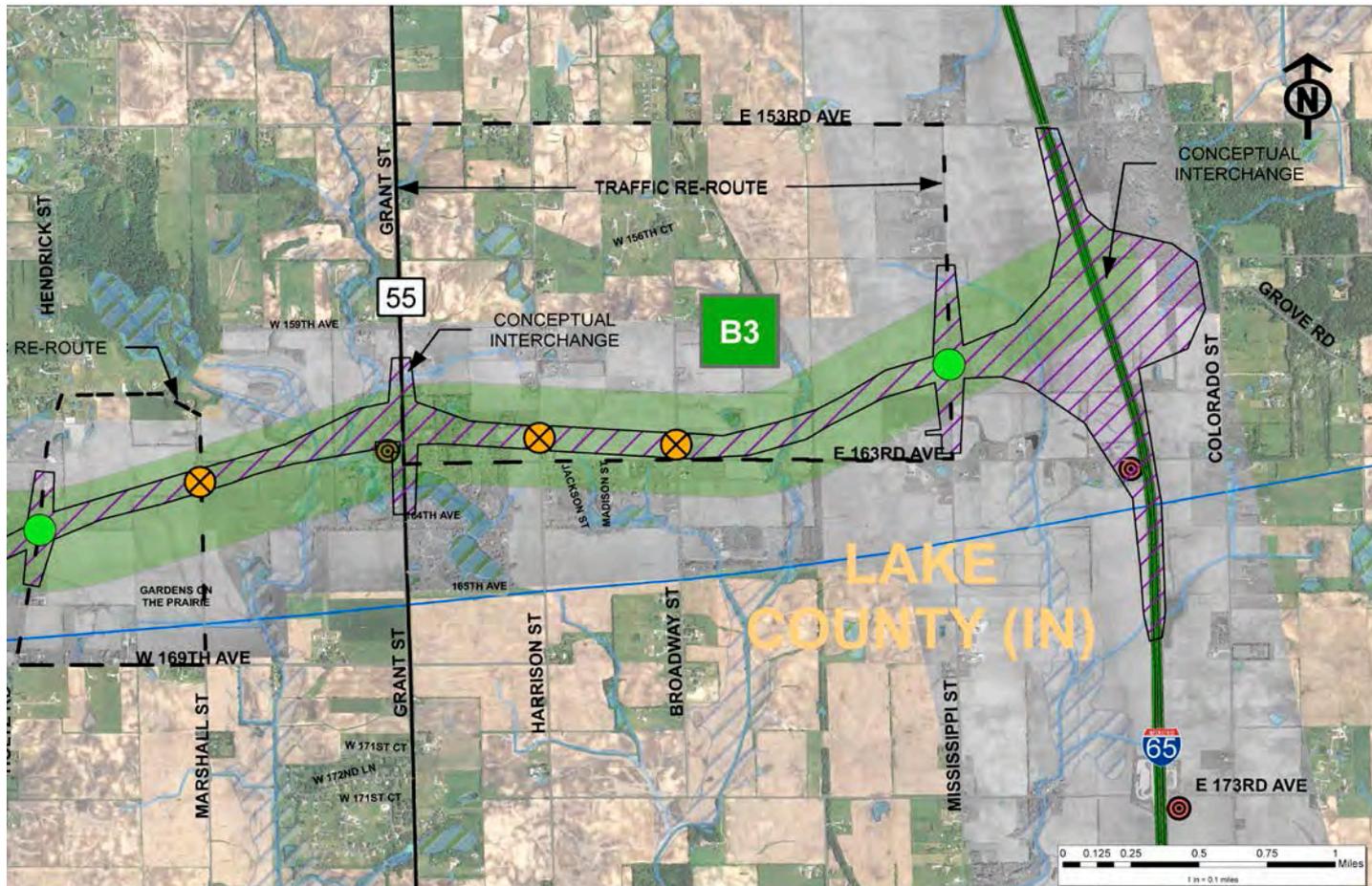
Tier Two

## Control Development at Interchanges IL 53 Interchange Setting



- SR 55 Interchange Considerations
  - Local Support for Retaining Rural Character
  - Local Support for Economic Development
- Preference is for a SR 55 interchange to get trucks to Illiana as directly as possible and offer flexibility for future (however still under study)
- Local zoning can control land use as desired

## Control Development at Interchanges SR 55 Interchange Setting



- Guide Development to Existing Economic Centers
  - Illiana Tier Two process is promoting corridor planning coordination that can protect against unmanaged growth
  - Illiana supports local economic growth where desired by local communities
  - Corridor planning groups are forming
  - Local zoning and comp plans are being evaluated
  - Changes are linked to the regional MPO goals

- Illiana Supports Infill Growth
  - Diversion of I-80 to Illiana creates capacity on I-80
  - Long distance traffic on north lake County and south Cook local roads shifts to I-80 reducing congestion on those local roads
  - Less congestion creates re-development in the south Cook and north Lake County areas

## Tourism Opportunities

- Midewin
- Historic Route 66
- Agri-tourism
- Eco-tourism
- Recreational activities
- Historic sites



# Tourism Opportunities

Tier Two



## New Vistas and Access to Recreational Areas



- **Protect Midewin and State Wildlife Reserves**
- **Link to Eco-tourism and Recreational Opportunities**
- **Establish “Greater Green” Area Concepts**

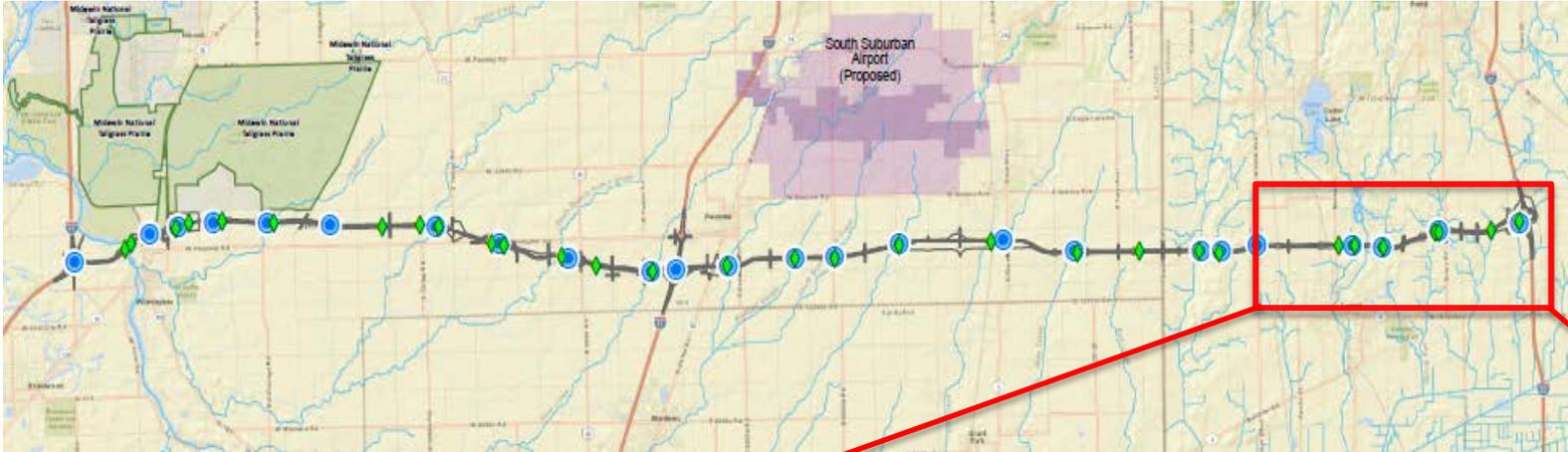


- **Provide Wilderness Crossings and Preservation Areas**
- **Support Water Resource Assets**



# Support Water Resource Assets

Tier Two



## Support Water Resource Assets

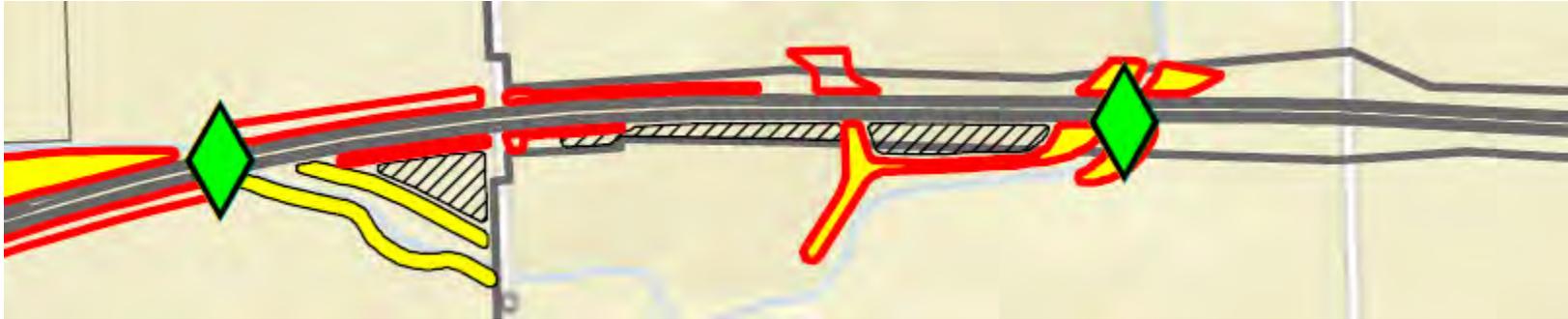
### Legend

-  BMP Locations
-  Wildlife Crossing

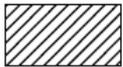


- **Illiana Design Follows Best Management Practices (BMP)**
  - Storm Water Treatment Train
  - Water Quality Basins
  - Infiltration Areas
  - Riparian Buffer and Water Quality BMP
  - Wetland water Quality BMP
  - Forest Restoration/Enhancement
  - Prairie Restoration
  - Wildlife Crossings

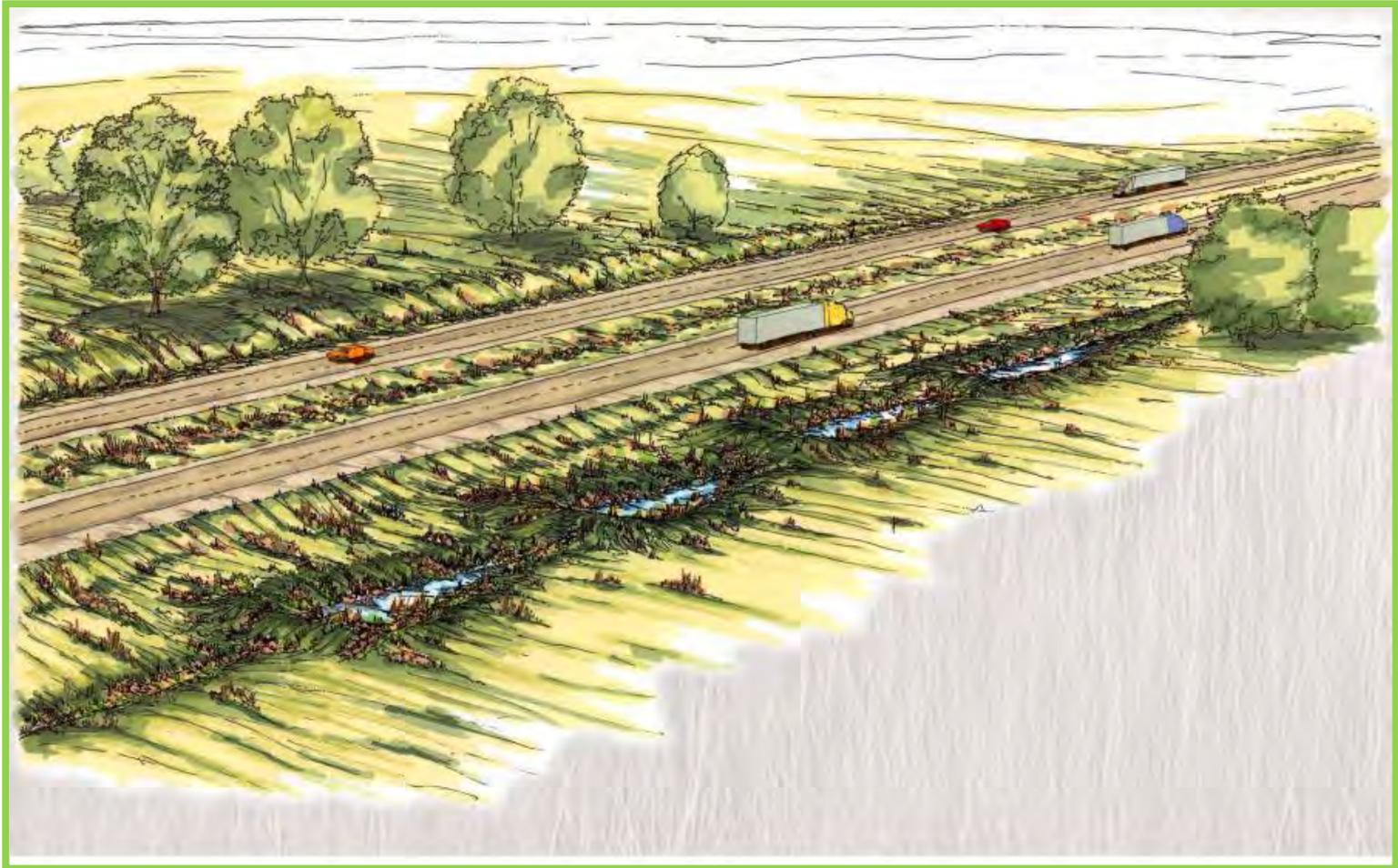
## Project Specific Opportunity Map



### Legend

-  Water Quality Best Management Practices
-  Prairie or Forest Restoration/Enhancement
-  Wetland/Riparian Buffer
-  Proposed Right-of-Way
-  Wildlife Crossing

## Storm Water Treatment Train



## Water Quality Basins



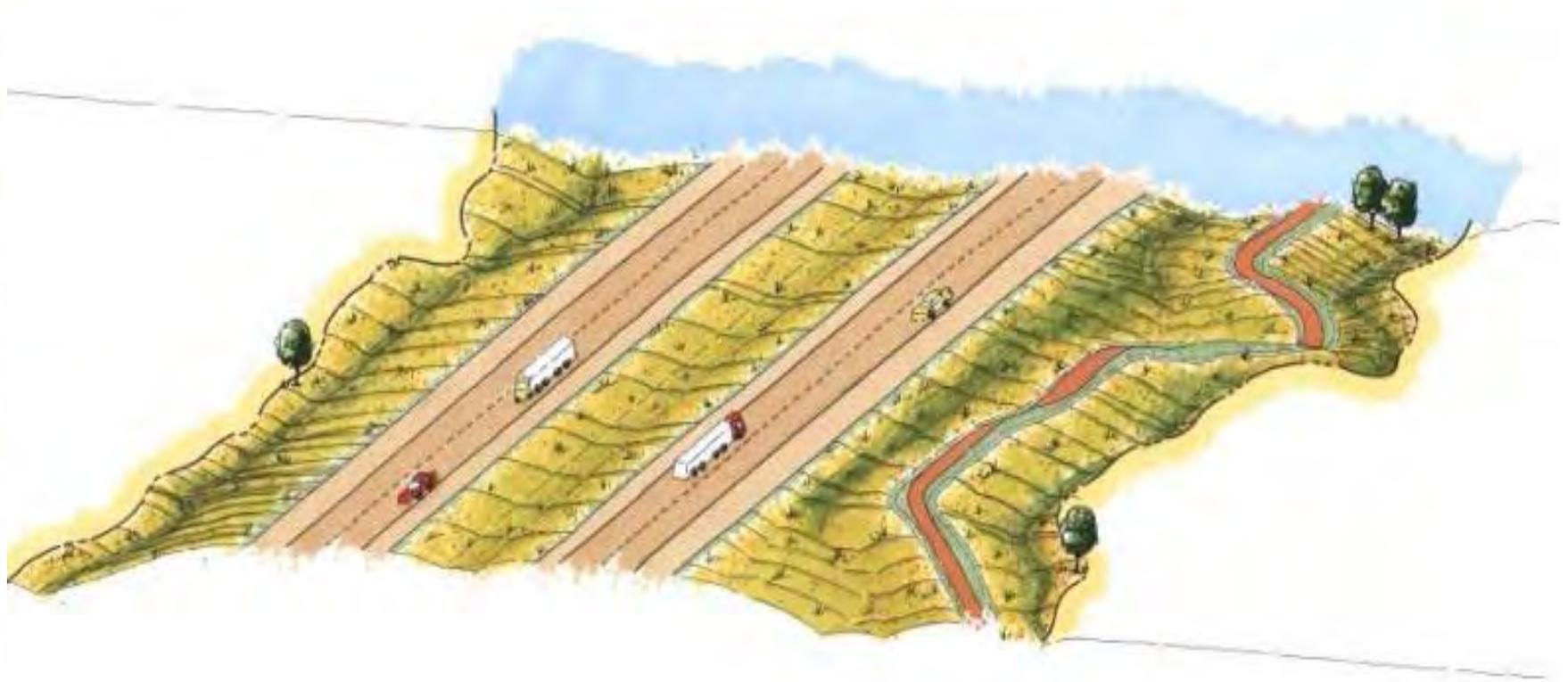
# Support Water Resource Assets

Tier Two

## Water Quality Opportunities (Interchanges)



## Roadside Berms Separate Roadway Drainage from Offsite Drainage



# Traffic Management Opportunities

Tier Two



- Improve Lack of Alternative East-West Higher Type Highway in Study Area
- Reduce Negative Impacts of Increasing Intermodal Trucking in Study Area
- Reroute Long-Distance Trucking Through Study Area
- Better Utilize Existing Local Road Network in Conjunction with I-80 and Illiana



# Traffic Management Opportunities

Tier Two

- Reduce Negative Impacts of Increasing Intermodal Trucking in Study Area
- Reroute Long-Distance Trucking Through Study Area
- Better Utilize Existing Local Road Network in Conjunction with I-80 and Illiana



Photo: Dan Nabors, VHB

# Need for Local and Regional Planning

Tier Two



- Establish Corridor Planning Groups
- Respect the Individual Aspirations of Communities
- Establish Resource Management Plan that includes drainage plan
- Control Development to Manage Growth
- Adopt Balanced Growth Practices
- Link Plans To Regional Planning Goals

- Local Planning Tools (*Tier One FEIS Appendix J*)
  - Capital Planning
    - Water, Sewer, Road Systems, EMS & Schools
  - Zoning Options
  - Development and Subdivision Ordinances
    - Impact Fees
    - Private Developer Funded Utility Improvements
  - Intergovernmental Agreements

- Local Planning Tools (*Tier One FEIS Appendix J*)
  - Local Incentives
    - Special Purpose Districts
    - Tax Policy
  - Easements
    - Conservation
    - Industrial/Commercial Development
  - State Legislation
  - Corridor Protection Options

- Forest Preserve Options
- Multi-Use Corridor
  - o Energy Pipelines
  - o Telecommunication Lines
  - o Transportation Linkages

# WORKSHOP PHASE

Tier Two



- Input of Illiana Design Considerations
- Team Work Assignment
  - What is the Vision's Objective
  - Outline Challenges to Achieving Assigned Vision Item
  - Outline Strategies to Achieve Vision and Address Challenges
  - Establish Probability of Achieving Vision

# Workshop Vision Topics

Tier Two



- Protect and Support Existing Farming Operations
- Controlled Development at Interchanges
- Establish “Greater Green” Area Concepts
- Solve Negative Impacts of Increasing Intermodal Trucking in Study Area
- Develop Eco-tourism and recreational opportunities
- Control Development to Manage Growth

# Next Steps

**Technical Task Force  
Workshop #3  
May 30, 2013  
Peotone, Illinois**

Tier Two





## **Illiana Corridor Technical Task Force (TTF) Workshop #2 Summary April 30, 2013**

### **Illiana Land Use TTF Workshop #2**

The second TTF Workshop for the Illiana Corridor Study Tier Two was held on April 30, 2013 at Cedar Lake Ministries in Cedar Lake, Indiana from 9:00 AM – 11:00 AM. The TTF #2 Workshop was announced at the April 10, 2013 TTF #1 Workshop and follow-up e-mail announcement was sent on April 22, 2013.

The purpose of the workshop was to discuss the vision for the Illiana Corridor with respect to stakeholder input regarding land use planning ideas, issues and themes discussed during the April 10, 2013 Land Use Planning Workshop. Key discussion topics included potential actions and strategies to achieve the identified ideas, issues and themes and to identify the agencies who lead land use planning activities along the corridor. The meeting included a PowerPoint presentation, which provided a review of vision themes; economic development opportunities, environmental protection or opportunities, traffic solution opportunities, and the need for local and regional planning. After the PowerPoint presentation, participants broke out into three small groups, and were each lead in a discussion by a facilitator.

The meeting was attended by 28 participants, 25 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and three observers.

### **Workshop**

During the Workshop phase, facilitators and participants were given topic suggestions.

Input of Illiana Design Considerations - Team Work Assignment:

- What is the Vision's Objective
- Outline Challenges to Achieving Assigned Vision Item
- Outline Strategies to Achieve Vision and Address Challenges
- Establish Probability of Achieving Vision
- Protect and Support Existing Farming Operations
- Controlled Development at Interchanges
- Establish "Greater Green" Area Concepts
- Solve Negative Impacts of Increasing Intermodal Trucking in Study Area
- Develop Eco-tourism and recreational opportunities
- Control Development to Manage Growth



<b>Station One &amp; Three Combined</b>	
<b>Name</b>	<b>Organization</b>
Pat Mussman	West Creek Township
Harold Mussman	West Creek Township
Don Parker	Town of Lowell
Robert Philpot	Town of Lowell
Lou Haasis	FHWA-Indiana
Charlie Johnson	Local 150
Steve Wilson	Schneider
Dick Ludlow	Schneider
Rick Niemeyer	State Representative - IN
Eldon Strong	Center Township
Philip Roth & Rick Rampone	Facilitator

**Agricultural Preservation**

- Design – Farming Connections across B3
- Design – Drainage – water quality/quantity
- Implementation – fair compensation – drainage tiles
- Existing 20-acre minimum in Lake City – Already in place
- Land Use Planning – Cooperation on resident is needed between counties and municipalities
- Frontage roads – access to farming

**Development/Land Use Planning**

- Land use plans being updated: Lowell, Cedar Lake, Manhattan, Crown Point, Lake County
- I-55 – Residential vs. Employment
- Question for IDOT/INDOT:
  - What is anticipated area of truck relief?
  - What is anticipated area of Circulation?
- Questions for community:
  - o What are financial implications?
    - Costs
    - Revenues
- Lake County has planning/zoning jurisdiction over incorporated areas in southern county.
- Water is key public infrastructure of pertinent future growth on south side of B3 corridor.
- New Indiana state law provides incentive to preserve farmland.



<b>Station Two</b>	
<b>Name</b>	<b>Organization</b>
Elizabeth Schuh	CMAP
Colin Duesing	Will County
Mike Lammey	Kankakee County
Jerry Heinrich	Midewin Alliance
Lorin Schab	Midewin Alliance
Joyce Newland	FHWA-IN
Tim Good	Forest Preserve District of Will County
Rick Powell & Ron Shimizu	Facilitators

**Develop Eco-Tourism & Recreational Opportunities:  
Establish “Greater Green” Area Concepts**

- Define “Greater Green”
  - Prairie parklands – link separate areas – interchanged open space
  - Each waterway is unique ~40-50 acres, Public/Private lands, 30-50 square miles
  - Federal Law – Land set aside by ICA-Midewin
  - Forest Preserve District of Will County
  - With Roadway- segments – Midewin, K3, Cedar Lake, Etc. Designed to be in a Greater Green mode-enhanced light, water, sound notice change
  - Whole Route – Connection elements “own identity”, Will County – rural character – preserve multi use- biking, East-West & equestrian linkage to local areas and trails.
  - Local Community Plan Connectivity- cross over areas-wide overhead wings-green depress roadway-noise
  
- Greater Green
  - Challenges
  - Not in purpose & Need
  - Additional Cost (some segments might be charged maintenance)
  - Who maintains trails and ecological areas (invasive species, wetlands)
  - No control over land management
  - Other groups may have conflicting goals-competition to put things in “others” backyard.
  - County and City Plans-for industrial uses etc. in conflict with Greater Green
  - “Silent Voice” – Restricted Opinion
  - Defining Impact- Housing, Building Sound doesn’t travel, travels more in open space, is a sound wall the appropriate treatment?
  - Berms?
  - Incorporating regular planning of peripheral areas that impact local areas to corridor (even outside of study area)



- Expertise needed, as well as input, especially for small communities other than municipal/company/MPO Input needed-interest groups.
  - Value of Greater green must be demonstrated-future “marketing”-unique opportunity
  - Decompression – transition, cost, maintaining
  - How do you make things better without making them worse
- Strategies to Achieve: Probability of Achieving
    - Not in Purpose and Need to emphasize Green concept throughout project. Lots of IGAs needed
    - “Do No Harm”- Mitigation
    - Bringing different interests together-CMAP? County? New Group? State?
    - Rest of world needs to know what is in adjacent lands-signage (I-80, I-55) Catch-22 (Needs usage to warrant a sign)
    - Heritage Corridor Concept-Abraham Lincoln Cemetery (second largest VA cemetery)
    - Broader marketing – Speak language of “customers”, some negative connotations of “Green”-True Message
    - Design Strategy - How to not impact ALC, Midewin, 66 Route but steer people to them.
    - Identify what is addressable and what isn’t
    - Localize mitigation-potential with other local needs
    - Midewin plan for future habitat
    - Go above/beyond standards- noise, lighting-create areas, equestrian, biking, bird watching, etc. – promote eco-tourism & recreation
    - Creativity-other parts of world examples
    - Route 53 Planning Synergy-Needs to come together, value in recreation, natural areas, improve local economy.
    - Recognize-how sound travels, then can properly address
    - Design assets/places to bring commerce in communities, but allow division of recreation/National areas nearby
    - Do it right: Balance access with impacts



<b>Station Four</b>	
<b>Name</b>	<b>Organization</b>
Paul Lohmann	Beecher
Greg Szymanski	Beecher
Bob Barber	Beecher
Alicia Hanlon	Will County
Kevin Sing	Manhattan
Tom Vanderwoude	SSMMA
Richard Duran	Peotone
George Gray	Peotone
Jim Piekarczyk	Hutchinson Engineering/Kankakee County
Jamy Lyne	Facilitator

How to Manage Growth:

In communities, outside communities, & around interchanges.

- Priority is to encourage new growth to occur inside existing municipality
- Need funding to do:
  - Comp plan revisions – examine connection to roads during revisions
  - Zoning ordinance revisions:
    - Consider Ag transfer of development rights
    - Include new use types
    - Specific overly areas considering development type nodes
    - Include mixed uses
    - Develop list of non-permittable uses
- Municipal/County Cooperation & Coordination a must
  - County must continue to drive new development into existing communities to existing water & sewer
    - Developers who really want to locate right on Illiana in short-term would need to pay for water & sewer.
    - Consider growth and specific types of growth that will occur from SSA and intermodal growth in plan revisions.

General Questions & Concerns – Planning

- Cart before horse – asking locals to plan before alignment & interchanges are set
- Funding needed for land use planning
- Aqua Illinois expanding area 75 miles
  - From Manteno up Will-Center Road and Route 50 up to the ICC Railroad



## Report Out to the Group

At the conclusion of the Workshop session, each group reported out to the entire group what was discussed at their particular station.

Combined Stations One and Three:

- Cooperation needed between municipalities
- I-55 vs. residential for employment
- Truck relief in a concern
- How will Illiana impact I-65 and Route 2

Station Two:

- Strategies to achieve “Greater Green”
- Eco-Tourism
- Series of North-South running Greenways
- How do we enhance and expand upon these opportunities

Station Four

- Funding needed for land use planning
- Community desire to focus new growth inside municipalities
- Formation of a bi-state Corridor Planning Council with subcommittees to address issues specific to west end of corridor, central portion of corridor and east end of corridor
- Development will occur in stages
- Access control plans at interchanges may be needed
- County zoning to help municipals manage and focus development

## Next Steps

Tier Two Technical Task Force Workshop #3 is scheduled for May 30, 2013 at the Peotone County Fair Atrium in Peotone, Illinois.



# Illiana Corridor CPG/TTF Meeting #3

May 30, 2013

Tier Two



# Today's Agenda

Tier Two



- CPG/TTF #2 Meeting Overview
- TTF Land Use Workshop #2 Overview
- Alternatives to be Carried Forward
- Road Connectivity Analysis
- Updated Interchange Locations
- Sustainable Design BMP's
- Public Involvement Update
- Next Steps



# CPG/TTF Meeting #2 Overview

Tier Two

# CPG/TTF Meeting #2 Overview

Tier Two



- Purpose and Need
- Alternatives Evaluation Process
- Refined Working Alignment
- Local Road Connectivity
- Interchange Types and Locations
- Mitigation Opportunities
- Next Steps





# Technical Task Force Meeting Recap

May 30, 2013

Tier Two



## Visions for the Corridor

- Economic Development
- Protect and Promote Environmental Assets
- Address Local and Regional Traffic Issues
- Commit to Local and Regional Planning

## Building Strategies

- *Work together on Corridor Plan*
- *Support Individual Visions for each Community*



- **Opportunities for BMPs**
  - Site Specific Options
  - Consultation as to Best Options to Consider
- **Need to Obtain Information to ensure:**
  - Each BMP is best long-term improvement
  - Need to avoid making improvements that will be compromised by future local plans or other conflicting land use



# PLANNING STRATEGIES

## *Agricultural Preservation Strategy*

Station  
1 & 3  
(Combined)

Illiana options **provide adequate farming connections**

Coordination between county and municipalities  
is needed to **minimize residential use on farm lands**

**Provide farmland preservation incentives**

**Use acre minimum for residents in agricultural  
zoned areas.**



# PLANNING STRATEGIES

## *Land Use Development Strategies*

*Station  
1 & 3  
(Combined)*

**Municipal land use plans need to be updated to reflect potential growth impacts of Illiana**

**Land use adjacent to I-55 needs to carefully mix potential industrial/commercial development opportunities against residential development needs**

**Water availability will be key public infrastructure consideration for future community development**



# PLANNING STRATEGIES

Station  
2

*Develop Strategies for "Greater Green"  
Eco-Tourism and Recreational Opportunities*

**Intergovernmental agreement needed to link separate areas along corridor**

**Implement design strategy to limit impact of tourism on resources but still draw attendance**

**Utilize higher standards for protecting against negative noise and lighting impacts from development**

**Promote equestrian, hiking, bird watching, etc.**



# PLANNING STRATEGIES

Station  
2

*Develop Strategies for “Greater Green”  
Eco-Tourism and Recreational Opportunities* (continued)

Design asset connections to **ensure linkage to communities** to leverage economic benefit to local economy

**Seek funding for broad marketing initiative** by working with state tourism and natural resource agencies

Design for **future habitat at Midewin**

Utilize **“Do No Harm”** mitigation



# PLANNING STRATEGIES

Station

4

## *Develop Strategies to Manage Growth*

**Establish strategies for:**

Communities

Outside  
Communities

Around  
Interchanges

**Set priority to encourage new growth to occur within existing municipalities**

**Set incentive for transferring ag development rights**



# PLANNING STRATEGIES

Station

4

## *Develop Strategies to Manage Growth* (continued)

**Work to ensure cooperative and coordinated planning implementation between county and municipalities**

**Encourage county to continue policies that drive new development into existing communities**

Establish policy that developers will cost share for water and sewer improvements associated with development

Establish policies that consider site-specific needs from development (such as SSA and intermodal facilities)

Support mixed use, commercial-residential development



- **Promotes infill development near I-80** by diverting long-distance through traffic to Illiana without excessive growth in Southern Will and Lake County
- **Controlled development at interchanges** is manageable
- **Supports balanced growth** as project-induced growth in corridor is small
- **Eco- and Agri-tourism/business opportunities** with new access



# Alternatives To be Carried Forward

Tier Two





# B3 Environmental Footprint

Tier Two

## Tier One footprint

- Best Available GIS Data for avoidance and impact evaluation
- Standardized 400' Wide corridor with conceptual interchange Layouts
- Side Roads not included in footprints

## Tier Two Footprint

- Utilize Environmental Field Survey for avoidance and impact evaluation
- Includes Design Footprints for Interchanges and Side Roads
- Includes Design Footprints for Mainline
- Includes application of detention/treatment opportunity areas
- Includes access roads to land locked parcels





# Working Alignment Measures Potential Impacts

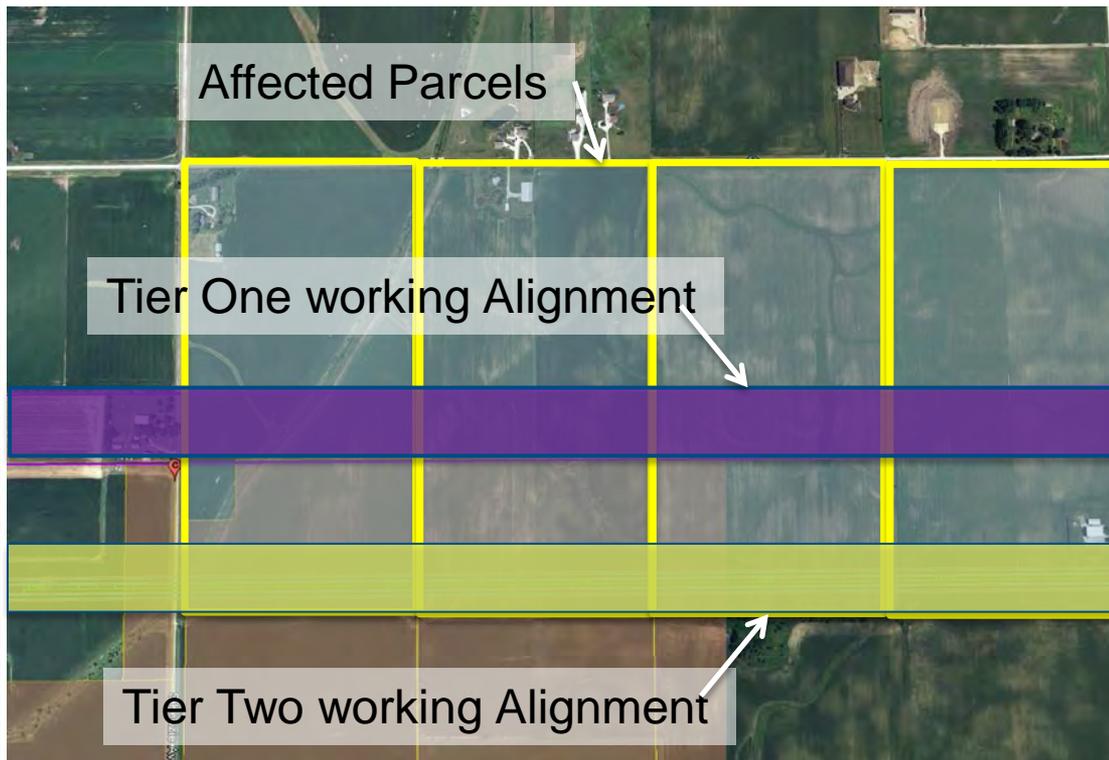
Tier Two



- Alignment location will move
- Actual alignment will be finalized fall 2013

POWERED BY  
**esri**

## Concept Revisions Reduce Farm Severances



- A 300 acre reduction in severances was possible by shifting the alignment 800' south for ten 80 acre parcels
- Over 25 large parcels have significant reductions in severance due to alignment adjustments

- **Alternatives Evaluated based on:**

- Impact evaluation
- Safety
- Traffic Operations
- Stakeholder Input
- Constructability



- **Initially locate at state highways**
  - State highways are necessary truck route connections
- **2 new interchanges considered in Tier Two**
  - CH 43 / Wilton Center Road
  - IL-50

# Design Options: Interchanges Under Consideration

Tier Two

## ILLINOIS

- I-55 at Lorenzo Road Service Interchange
- I-55 Full system Interchange with local access to IL-129
- IL-53 (Multiple options under consideration)
- County Highway 43 (New Interchange through stakeholder input)
- Emergency Access
- Full Interchange (recommended option)
- RTE-45 Diamond interchange
- I-57 Full System Interchange

- IL-50
- No Interchange or Modified Parclo Interchange
- IL-1 (Dixie Hwy) Diamond interchange

## INDIANA

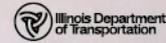
- US-41
- SR-55 Tight Diamond
- I-65 Full System Interchange

# Local Road Connectivity

Tier Two



- ***Economic Considerations***
- ***Emergency and School Routes***
- ***Landowner Access***
- ***Future Land Use***
- ***Coordinated Extensively with:***
  - Emergency Services
  - School Districts
  - Farm Operations
  - Local Road Agencies
  - Local Officials



**RESULT:** Many crossroad overpasses have been added

# Tolling and Non-Tolling

Tier Two

## Single Tolled Scenario is recommended for impact and travel performance analysis

- The DEIS will evaluate the travel performance and impacts based on a single tolled traffic retention analysis.
- Sensitivity analysis will be performed on the effects of tolling rates on traffic volumes.

# Lorenzo Road (I-55 Wilmington Study EA)

Tier Two



Interchange  
Concept with Illiana



Interchange  
Concept without  
Illiana

# Illiana Alternatives

Tier Two



- **No-Action will place more strain on local roads** which are already seeing diversions and bottlenecks – *i.e. IL 2*
- **Improves accessibility** to one of the largest intermodal freight areas in America
- **Growth in trucks on local roads will increase over next 25 years**





- **Serves as a backbone for local planning** of many other land use needs
- **Increased tax revenues** that can help finance community assets like parks, schools, libraries



# Environmental Coordination and Best Management Practices

Tier Two

# 2013 Field Studies

Tier Two

- Indiana Bat
- Eastern Prairie Fringed Orchid
- Griesel Ditch and Bryant Ditch (IN) scheduled for aquatic resource surveys
- Summer Aquatic Macro-Invertebrate
- Fish and Mussel “spot checks”
- Spring Water Quality sampling
- Sample plot tree study



## Water Quality Best Management Practices (BMP)

-  BMP Swale-Basin
-  BMP Swale
-  BMP Infiltration



## Wetland/Riparian Buffer

-  Riparian Buffer WQ BMP
-  Wetland Water Quality (WQ) BMP



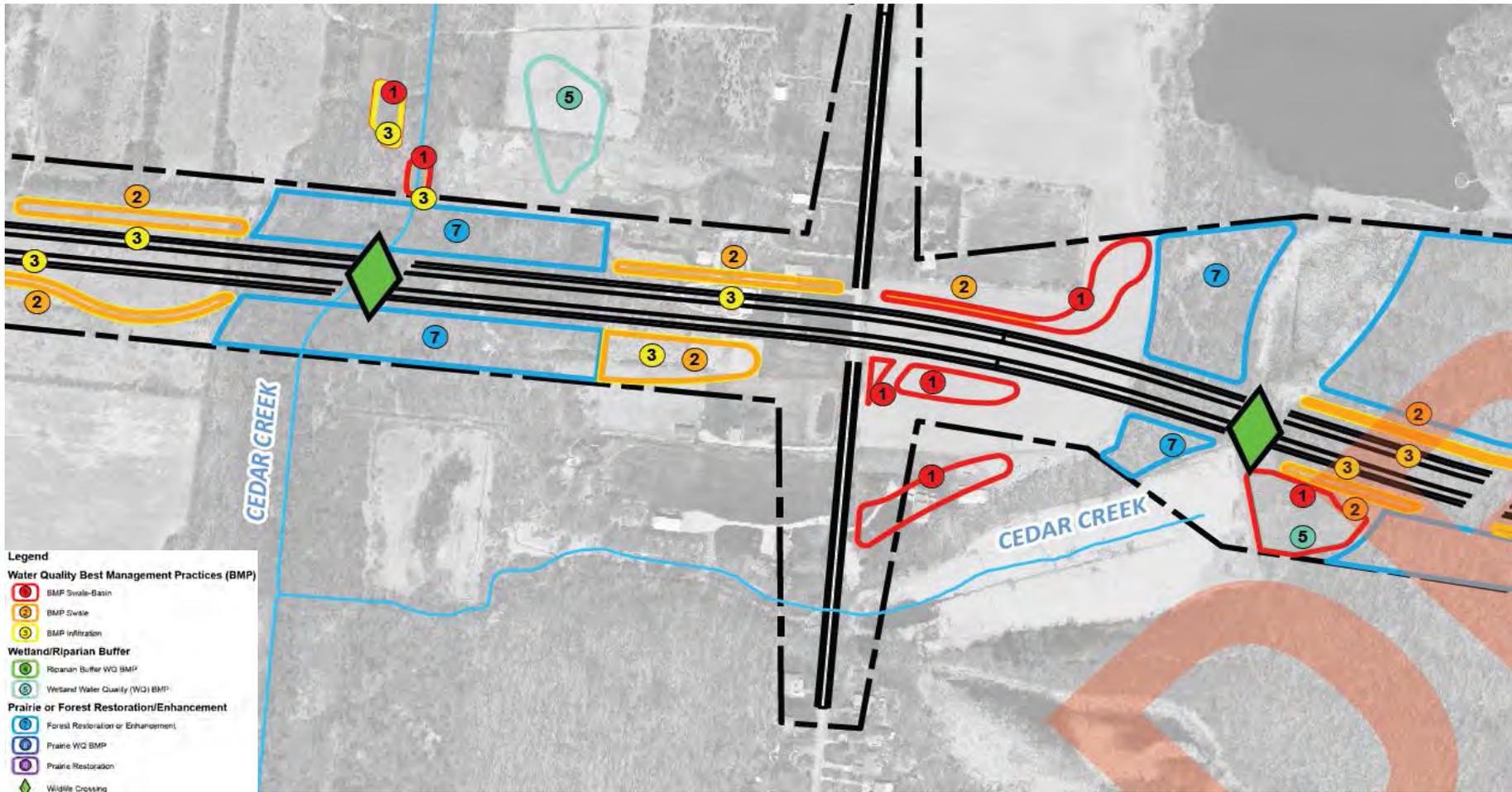
## Prairie or Forest Restoration/Enhancement

-  Forest Restoration or Enhancement
-  Prairie WQ BMP
-  Prairie Restoration
-  Wildlife Crossing
-  Edge of Pavement
-  Right-of-Way

# Mitigation Opportunity Areas

Tier Two

## Cedar Creek, IN



- Legend**
- Water Quality Best Management Practices (BMP)**
- BMP Swale-Basin
  - BMP Swale
  - BMP Infiltration
- Wetland/Riparian Buffer**
- Riparian Buffer WQ BMP
  - Wetland Water Quality (WQ) BMP
- Prairie or Forest Restoration/Enhancement**
- Forest Restoration or Enhancement
  - Prairie WQ BMP
  - Prairie Restoration
- ◆ Wildlife Crossing
  - Edge of Pavement
  - Right-of-Way

# Sample Sustainable Design Concept

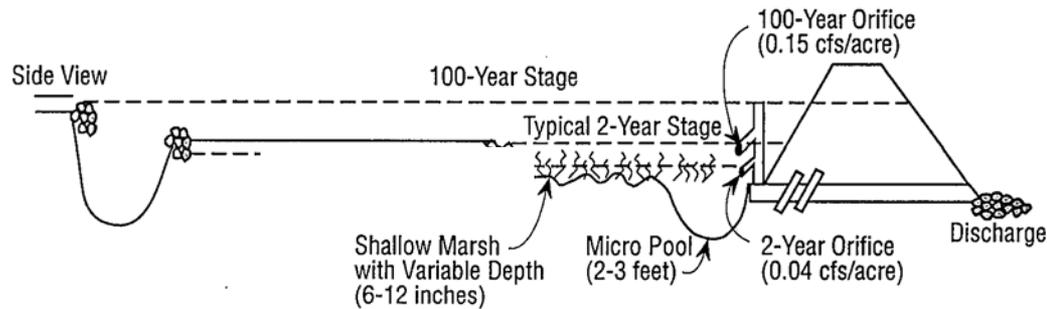
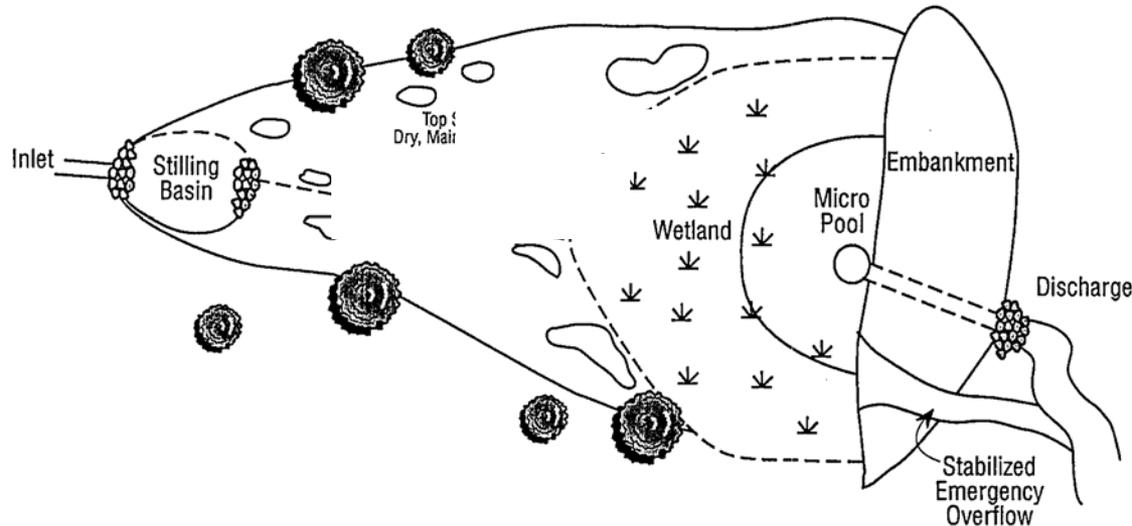
Tier Two

## Naturalized Stormwater Management Facilities



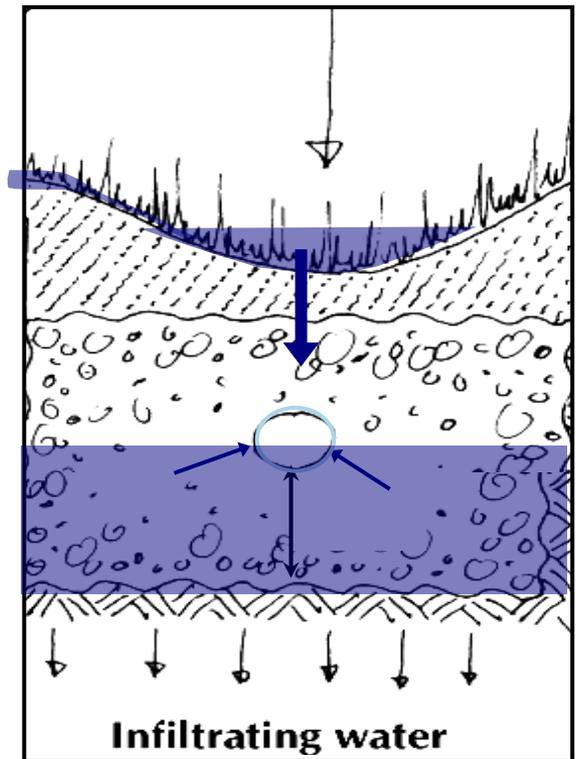
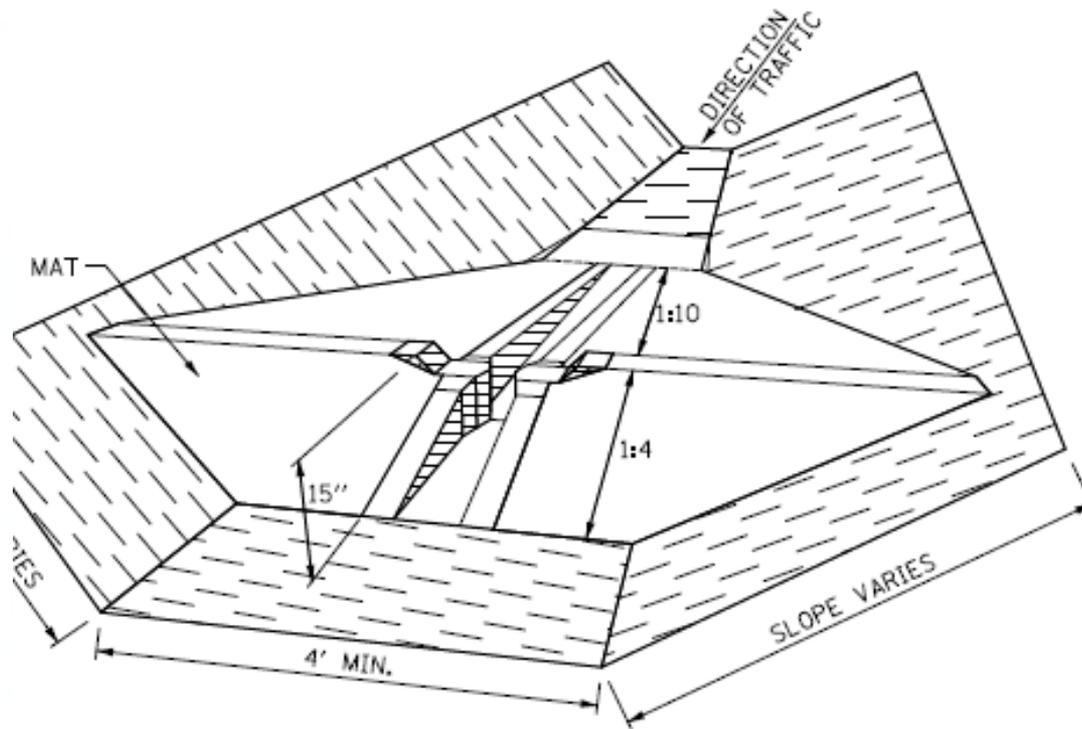
University Research Park  
Madison, Wisconsin

## Typical Water Quality Wetland/Detention Pond



5.4 Detention Basins  
Page 21

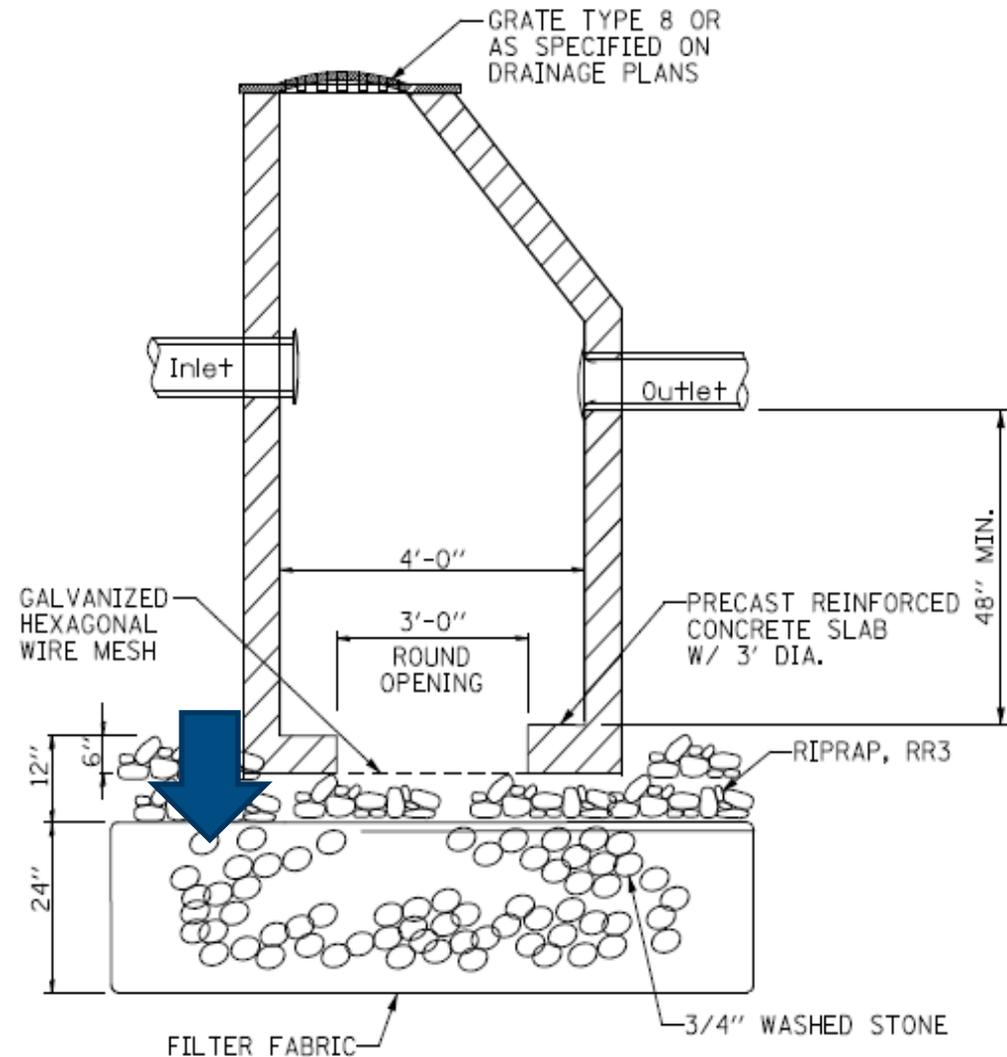
- Bioswales can be installed within swale and ditch lines to promote filtration and nutrient uptake



# Infiltration Catch Basins

Tier Two

- Manholes are designed with leaky bottoms to promote infiltration



**INFILTRATION CATCH BASIN DETAIL** S-2009

# Environmental Benefits

Tier Two

- Reduces miles traveled, hours of emissions, and fuel wasted due to cars and trucks caught in traffic.
- **Reduces the vehicle miles of travel on arterial roads in study area by 26 million miles annually.**
- **Growth will occur regardless of the Illiana; the goal is to** get the through traffic and trucks off the local system.



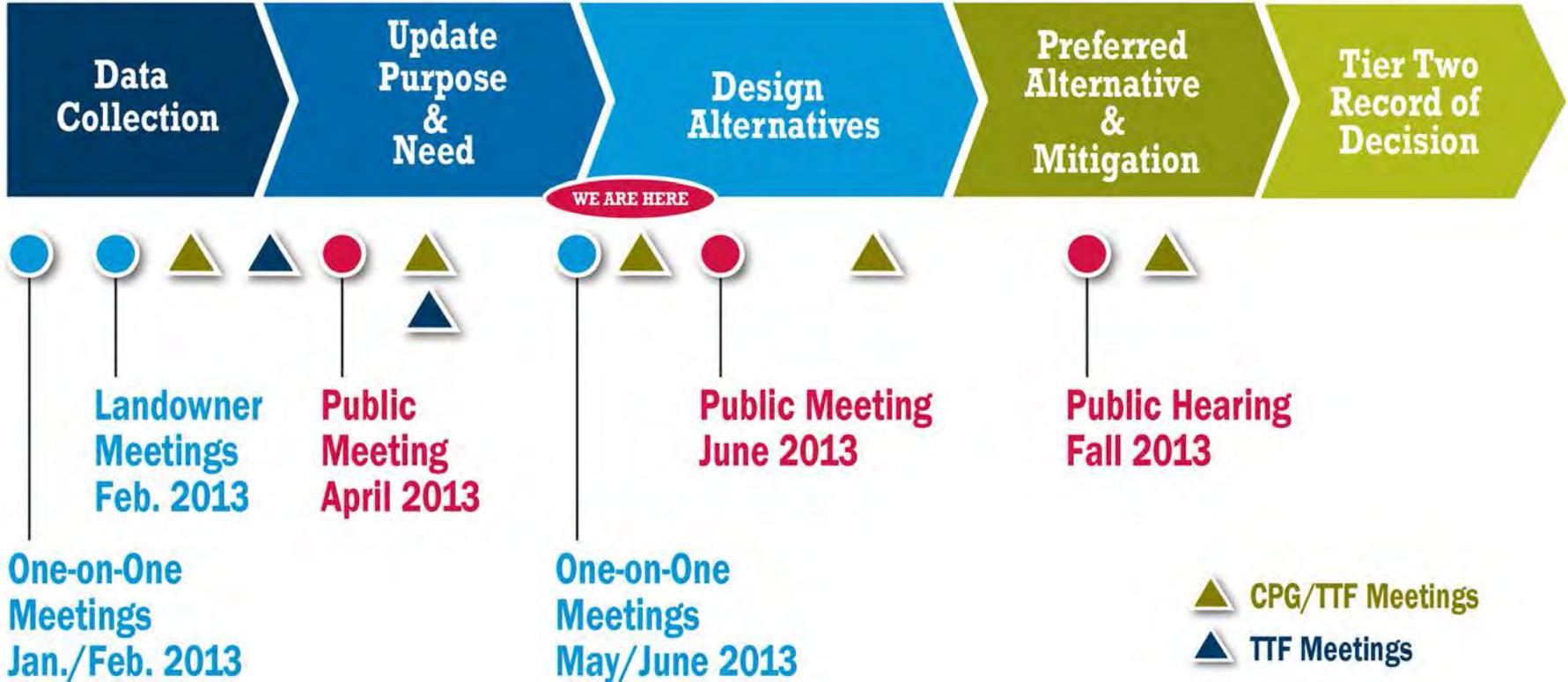
# Public Involvement Update and Next Steps

Tier Two

# Tier Two Stakeholder Outreach

Tier Two

2013 STAKEHOLDER INVOLVEMENT AND AGENCY INPUT Spring 2014

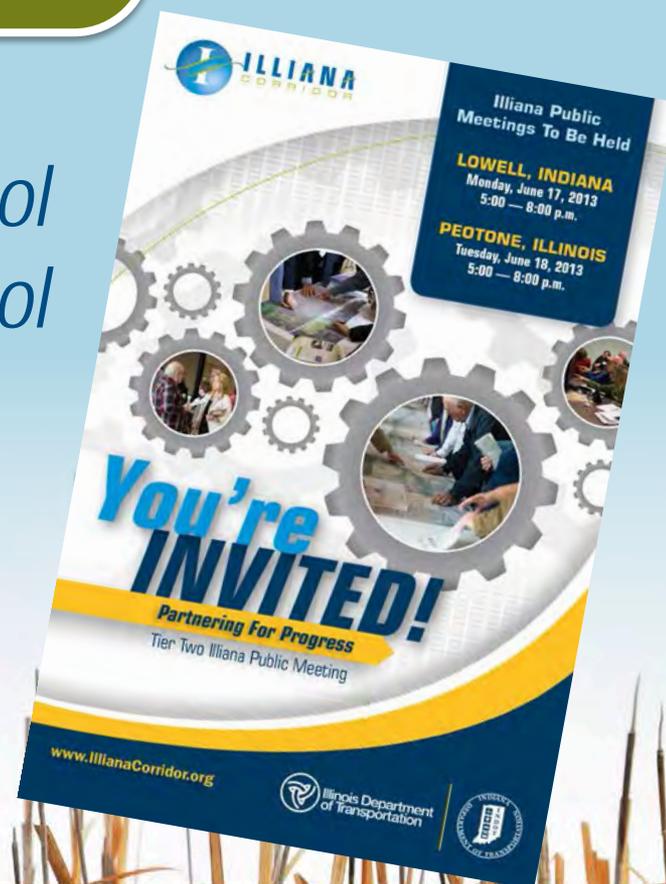


- Alternatives carried forward into Tier 2 Draft EIS
- Land surveys continue
- Stakeholder outreach



## Public Open House Meeting

- June 17 – Lowell Middle School
- June 18 – Peotone High School  
5:00-8:00 p.m.



# Questions?

Tier Two



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	John	Alessia	Town of Lowell	501 East Main Street	Lowell	IN	46356	townhall@townhall.lowell.net	TTF
	Jim	Allen	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL	62703	james.p.allen@dot.gov	TTF
	Ken	Allers	Forest Preserves of the Kankakee	1301 Waldron Road	Aroma Park	IL	60910	forest@krvfpd.org	TTF
	Duane A.	Alverson, P.E.	Lake County Highway Department	1100 East Monitor Street	Crown Point	IN	46307	alverda@lakecountyin.org	CPG
	Kristin	Andersen	Metra	547 W. Jackson	Chicago	IL	60602	kandersen@metrarr.com	TTF
	Andrew	Armstrong	Environmental Law and Policy Center						
	Andre	Ashmore	Village of Matteson	4900 Village Commons	Matteson	IL	60443	aashmore@villageofmatteson.org	CPG
	Donald	Babcock	NIPSCO	801 E. 86th Ave.	Merrillville	IN	46410	dlbabcock@nisource.com	TTF
	Dennis	Bachman	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL	62703	dennis.bachman@dot.gov	TTF
	Steve	Baker	Sierra Club Sauk Calumet Group	70 East Lake Street, Suite	Chicago	IL	60601	sc-chair@illinois.sierraclub.org	TTF
	Greg	Bales	Office of U.S. Senator Dick Durbin	230 S. Dearborn St., Suite	Chicago	IL	60604	Greg_Bales@durbin.senate.gov	TTF
	Jim	Baltas	Manhattan Township	12900 W. Bruns Rd.	Manhattan	IL	60442		TTF
	Robert O.	Barber	Village of Beecher	724 Penfield St.	Beecher	IL	60401	bobadm@villageofbeecheer.org	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Spero	Batistatos	South Shore Convention & Vis	7770 Corinne Drive	Hammond	IN	46323	spero@southshorecva.com	TTF
	Leesa	Beal	U.S. Army Corps of Engineers	111 North Canal St.	Chicago	IL	60606-7	Leesa.beal@usace.army.mil	TTF
<i>WB</i>	Wayne	Belden	Lake County Farm Bureau	5061 North U.S. Hwy. 231	Rensselaer	IN	47978	wbelden@infarmbureau.org	TTF
	Keith	Benman	Northwest Indiana Times	3410 Delta Drive	Portage	IN	46368	<a href="mailto:keith.benman@nwi.com">keith.benman@nwi.com</a>	
	Jim	Bilotta	Will County Board Public Wor	302 N. Chicago Street	Joliet	IL	60432	jim@jimbilotta.com	TTF
	Randy	Blankenhorn	Chicago Metropolitan Agency	233 South Wacker Drive, S	Chicago	IL	60606	rblankenhorn@cmap.illinois.gov	CPG
	Anthony	Blum	Tower Contracting						
	Michael	Bolton	PACE	550 W. Algonquin Road	Arlington Heights	IL	60005	michael.bolton@pacebus.com	TTF
	William	Borgo	Village of Manhattan	245 S. State Street	Manhattan	IL	60442	mayor@villageofmanhattan.org	CPG
<i>MB</i>	Michael	Bossert	Kankakee County	189 E. Court Street	Kankakee	IL	60901	mbossert@k3county.net	CPG
<i>MB</i>	Max	Bosso	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL	60421	max.bosso@villageofelwood.com	TTF
	Rollie	Brauer	Winfield Township	10645 Randolph	Winfield	IN	46307	rollie@winfieldtwp.com	TTF
	Timothy	Brown	Northwest Indiana Regional B	6100 Southport Road	Portage	IN	46368	tbrown@rba-nwi.org	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	William	Brown	Northwestern Indiana Regional Council of Governments	6100 Southport Road	Portage	IN	46368	wbrown@nirpc.org	TTF
	Bennie	Bruinius	F.L.P.	7623 W. Stuenkel	Frankfurt	IL	60423	bdbruinius@aol.com	TTF
	Matt	Buffington	Indiana DNR Division of Fish and Wildlife	402 W. Washington St. RM 100	Indianapolis	IN	46204	mbuffington@dnr.IN.gov	TTF
	Paul	Buss	Jackson Township	18750 Breen Road	Elwood	IL	60421	jacksontownship@aol.com	TTF
	Brian	Cann	Will Township	29605 S. Ridgeland Ave.	Peotone	IL	60468	cannbrian@airbaud.net	TTF
	David	Cann	Peotone Township	8212 W. Kennedy Rd.	Peotone	IL	60468		TTF
	Robert H.	Carnahan	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN	46303	towncouncil@peoplepc.com; towncouncil1@att.net	TTF
	Kathy	Chernich	U. S. Army Corps of Engineers	111 North Canal Street, Suite 100	Chicago	IL	60606-7	kathy.g.chernich@usace.army.mil	TTF
	Lynnette	Ciavarella	METRA	547 West Jackson Blvd.	Chicago	IL	60661	lciavare@metrarr.com	TTF
	Shawn	Cirton				IL	00000	shawn_cirton@fws.gov	TTF
	Louise	Clemency	U.S. Department of the Interior	1250 S. Grove Ave., Suite 100	Barrington	IL	60606	Louise_Clemency@fws.gov	TTF
	Alexander	Clifford	Metra	547 W. Jackson Blvd	Chicago	IL	60661		TTF
	Martha	Coakley	President of Lake Dalecarlia Foundation	4665 Main Street	Lowell	IN	46356	willmar1940@hotmail.com	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Joe	Cook	Village of Channahon	24555 S. Navajo Drive	Channahon	IL	60410	jcook@channahon.org	CPG
	Barry	Cooper	Federal Aviation Administration	2300 East Devon Avenue	Des Plaines	IL	60018	barry.cooper@faa.gov	TTF
EC	Edgar	Corns	Lowell Town Councilman						
DC	Darlene	Corns	Town of Lowell						
	Joseph	Costello	RTA	175 W. Jackson Blvd., Suite	Chicago	IL	60604	CostelloJ@rtachicago.org	TTF
	Vivian	Covington	Village of University Park	4 Town Center	University Park	IL	60484	vcovington@university-park-il.com	CPG
	Wilbur	Cox	Town of Lowell	501 E. Main Street	Lowell	IL	46356	docd@lowell.net	TTF
	Gerald	Curran	Crete Township	1367 Wood Street	Crete	IL	60417	twpcrete@aol.com	TTF
	Alice	Dahl	Cedar Creek Township	151 Fremont St.	Lowell	IN	46356	cedarcreektwp1@yahoo.com	TTF
	Alan	Darr, Jr.	Village of Symerton	18347 W. South St.	Wilmington	IL	60481	adarr1@live.com	CPG
	John	Davis	Indiana Department of Natural Resources	402 W. Washington Street	Indianapolis	IN	46204	jdavis@dnr.in.gov	TTF
	Trevor	Davis	University Park	70012 Oregon Trail	Olympia Fields	IL	60461		TTF
	Bola	Delano	Illinois Department of Transportation	100 W Randolph	Chicago	IL	60601	bola.delano@illinois.gov	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Donna	Dettbarn	Monee Township	26121 Egyptian Trail	Monee	IL	60449	moneetownship@aol.com	TTF
	David	Deutsche	Monee Township	P. O. Box 74	Monee	IL	60449	notillfarmer47@aol.com	TTF
	Mary Ann	Deutsche	Will County Farm Bureau	3914 W. Ohlendorf	Monee	IL	60449	mompolitic@aol.com	TTF
	Keith	Diszno	Cedar Lake		Cedar Lake	IN	46303		TTF
	John	Dixon	Reed Township	630 W. First Street	Braidwood	IL	60408	reedtownshipwy@sbcglobal.net	TTF
	Neil	Doyle	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL	60523	ndoyle@centerpoint-prop.com	TTF
CLD	Colin	Duesing	Will County Land Use	58 E Clinton	Joliet	IL	60543	planning@willcountylanduse.com	TTF
	Richard	Duran	Village of Peotone	208 E. Main Street	Peotone	IL	60468	mayor@villageofpeotone.com	CPG
	Thomas J.	Durkin	Village of Crete	524 W. Exchange Street	Crete	IL	60417	tdurkin@villageofcrete.org	TTF
WJ	Michael	Einhorn	Village of Crete	524 W. Exchange Street	Crete	IL	60417	meinhorn@villageofcrete.org	CPG
JE	Joe	Exl	NIRPC	6100 Southport Road	Portage	IN	46368	jexl@nirpc.org	TTF
	Joe	Fetcho	Yellowhead Township	113 E. Curtis Street	Grant Park	IL	60940	jcfetcho@aol.com	TTF
	Howard	Fink	Town of Merrillville	7820 Broadway	Merrillville	IN	46410	hfink@merrillville.in.gov	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

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Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Bud	Fleming	South Suburban Mayors and M	1904 W. 174th Street	East Hazel Crest	IL	60429	bud.fleming@ssmma.org	TTF
	Jerry	Flick	Sumner Township	10307 E. 9000 N. Road	Grant Park	IL	60940	jfflick@sbcglobal.net	TTF
	Mike	Forbes	Town of St. John	10955 W. 93rd Avenue	St. John	IN	46373	forbesmike@yahoo.com	CPG
	Victor	Frahm	Grant Park Historical Society	PO Box 2	Grant Park	IL	60490		TTF
<i>BF</i>	Bruce	Friefeld	Will County Board	302 N. Chicago St.	Joliet	IL	60432	bfriefeld@willcountyillinois.com	TTF
	Matt	Fritz	Village of Coal City	515 S. Broadway	Coal City	IL	60416	mfritz@coalcity-il.com	TTF
	Tom	Giarrante	City of Joliet	150 West Jefferson Street	Joliet	IL	60432	tom@tg4joliet.com	CPG
	Jim	Giblin	Great Lakes Basin Team						
	Marian	Gibson	Village of Manhattan	245 S. State Street	Manhattan	IL	60442	mgibson@villageofmanhattan.org	TTF
	Eric	Gilbert	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL	60523	egilbert@centerpoint-prop.com	TTF
	Harry	Gilmore	Robinson Engineering	10045 W. Lincoln Highway	Frankfort	IL	60423	hgilmore@rectd.com	TTF
	James A.	Glass, PhD	Indiana Department of Natural Resources	402 W. Washington Street	Indianapolis	IN	46204	jglass@dnr.in.gov	TTF
<i>TG</i>	Tim	Good	Forest Preserve District of Will	17540 W. Laraway Road	Joliet	IL	60433	tgood@fpdwc.org	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Lee	Goodson	Office of State Representative	24047 Lockport Street	Plainfield	IL	60544	goodsonl@housegopmail.state.il.us	CPG
	Tom	Goralczyk	Town of Merrillville	7820 Broadway Avenue	Merrillville	IN	46410	tgoralczyk@merrillville.in.gov	CPG
	Bruce	Gould, P.E.	Will County Highway Departm	16841 W. Laraway Road	Joliet	IL	60433	bgould@willcountyillinois.com	CPG
	Don	Gould	Will County Board	21339 Redwood	Shorewood	IL	60404	bgould@willcountyillinois.com	CPG
	Tony	Graff	City of Wilmington	1165 S. Water Street	Wilmington	IL	60481	tgraff@wilmington-il.com	TTF
	Lora	Grant	Reed Township	440 N. Division St.	Braidwood	IL	60408		TTF
	George	Gray	Village of Peotone	208 E. Main Street	Peotone	IL	60468	admin@villageofpeotone.com	TTF
	Reggie	Greenwood	Chicago Southland Economic	1904 W. 174th Street	East Hazel Crest	IL	60429	reggie.greenwood@chicagosouthlandedc.org	TTF
	John	Greuling	Will County Center for Econo	116 N. Chicago St., Ste. 10	Joliet	IL	60432	john.greuling@willcountyced.com	TTF
	Jeremy	Grey	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL	60523	jgrey@centerpoint-prop.com	TTF
	Milan	Grozdanich	Lake County Economic Devel	2293 North Main Street	Crown Point	IN	46307	info@lakecountyin.com	TTF
	Lou	Haasis	FHWA - IND Div.	575 Pennsylvania St.	Indianapolis	IN	46204	lou.haasis@dot.gov	TTF
	John	Hack	Peotone Township	PO BOX 163	Peotone	IL	60468		TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Kevin	Hack						Resident
	Denise	Hack						Resident
	James	Hadrys	Florence Township	30860 Indian Trail Road	Wilmington	IL 60481	flotwp@air-wans.com	TTF
	Rick	Hall	Custer Township	36005 Ohlhues Rd	Wilmington	IL 60481	RHall94680@aol.com	TTF
	Rick	Hall	Custer Township	36005 Ohlhues Rd	Wilmington	IL 60481	RHall94680@aol.com	TTF
	Soren	Hall				IL 00000	soren.g.hall@usace.army.mil	TTF
	Bruce	Hamann	Will Township	30317 S. Will-Center Road	Peotone	IL 60468		TTF
	Steve	Hamer	Illinois Department of Natural Resources	One Natural Resources Way	Springfield	IL 62702-1	Steve.Hamer@illinois.gov	TTF
	Gerald	Hanas	Northern Indiana Commuter Transportation District	33 East U.S. Highway 12	Chesterton	IN 46304	gerald.hanas@nictd.com	TTF
ACH	Alica	Hanlon	Will County	302 N Chicago St	Joliet	IL 60432	ahanlon@willcountyllinois.com	CPG
	Amy	Hanson	Federal Aviation Administration	2300 E. Devon	Des Plaines	IL 60101	amy.hanson@faa.gov	TTF
	Glenn	Harris	FHWA		Matteson	IL 60443	glennharris@dot.gov	TTF
AH	Andrew	Hawkins	Forest Preserve District of Will County	17540 W. Laraway Road	Joliet	IL 60433	ahawkins@fpdwc.org	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Douglas	Hayes	Ridge Property Trust	8430 W. Bryn Mawr Avenue	Chicago	IL 60631	dhayes@rptrust.com	TTF
<i>GH</i>	Gerald	Heinrich	Midewin Tallgrass Prairie Alliance	1770 S. Vista Drive	Wilmington,	IL 60481	g.heinrich@sbcglobal.net	TTF
	Tim	Hennessey	Consulting4Biz	PO Box 251	Springfield	IL 62705	tim@consulting4biz.com	TTF
	Rich	Herr	NIRPC	2608 Linden Dr.	Valparaiso	IN 00000	rherr@ravensfeather.com	TTF
	David	Hinderliter	Kankakee Regional Chamber	1137 E 5000 N Rd	Bourbonnais	IL 60914	david@kankakee.org	TTF
	Mike	Hine	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL 62703	mike.hine@dot.gov	TTF
	Katie	Holderby	South Shore Convention and	7770 Corinne Drive	Hammond	IN 46323	katie@southshorecva.com	TTF
	James	Homa	Village of Braceville	102 W. Main St.	Braceville	IL 60407	villageofbraceville@mchsi.com	CPG
<i>RH</i>	Robert	Hommel	Midewin	30239 S. State Route 53	Wilmington	IL 60481	rhommel@fs.fed.us	TTF
	Mary	Honer	Midewin National Tallgrass Pr	30239 S. State Route 53	Wilmington	IL 60481	mhoner@fs.fed.us	TTF
	Robert	Howard	Washington Township	30200 Town Center Rd.	Beecher	IL 60401	rhowardsup@yahoo.com	TTF
<i>EL</i>	Eman	Ibrahim	NIRPC	6101 Southport Road	Portage	IN 46369	eibrahim@nirpc.org	TTF
	Seth	Jansen	Office of Congressman Kinz		Joliet	IL 60435	seth.jansen@mail.house.gov	CPG



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Mike	Jarigese	Tower Contracting					
	Daniel	Jay	Wesley Township	34207 S. Rivals Rd.	Wilmington	IL 60481		TTF
<i>CPG</i>	Charles	Johnson	Local 150			IL 46316	cjohnson@local150.org	TTF
	Rick	Jones, PhD	Indiana Department of Natural Resources	402 W. Washington St.	Indianapolis	IN 46204	rjones@dnr.in.gov	TTF
	Ray	Kasmak	Building Trades	7200 Mississippi		IN 46410		TTF
	Tom	Keithley	Lake County Farm Bureau	13708 Belshaw Rd.	Lowell	IN 46356	rcoon74@hotmail.com	TTF
	Ray	Kerkstra	R & L Carriers	24830 Derby Lane	Monee	IL 60449	raykerkstra@comcast.net	TTF
	Teresa	Kernc	Village of Diamond	1750 E. Division	Diamond	IL 60416	mayor@diamond.illinois.gov	CPG
	Jesse	Kharbanda	Hoosier Environmental Council	3951 N. Meridian, Suite 10	Indianapolis	IN 46208	jkharbanda@hecweb.org	TTF
	Stephen	Kil	Town of St. John	10955 W. 93rd Avenue	St. John	IN 46373	stevekil.tm@stjohnin.com	TTF
	Todd	Koehn	Office of State Representative	P.O. Box 825	Morris	IL 60450	pamrothd75@gmail.com	CPG
	Raymond	Koenig	Baxter & Woodman			IL	<a href="mailto:rkoenig@baxterwoodman.com">rkoenig@baxterwoodman.com</a>	TTF
	Don	Kopec	Chicago Metropolitan Agency	233 S Wacker	Chicago	IL 60606	dkopec@cmap.illinois.gov	TTF



### Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Ned	Kovachevich	Lake County Plan Commission	2293 N. Main Street	Crown Point	IN	46307		TTF
	Ned	Kovachevick	Lake County Planning Commi	2293 N. Main Street	Crown Point	IN	46410		TTF
	David	Kralik	Metra	547 W. Jackson Blvd.	Chicago	IL	60661	dkralik@metrarr.com	TTF
	Philip	Kuiper	Town of Lowell	501 E. Main Street	Lowell	IN	46357	townhall@townhall.lowell.net	CPG
	Rich	Kula	Federal Aviation Administratio	2300 East Devon	Des Plaines	IL	60018	Richard.Kula@faa.gov	TTF
	Christine	Kupkowski, P.E.	Will County Highway Departm	16841 W. Laraway Road	Joliet	IL	60433	ckupkowski@willcountyillinois.com	TTF
	Rick	Kwasneski	Joliet Arsenal Redevelopment	3180 Theodore Street, Sui	Joliet	IL	60435	rkwasneski@jada.org	TTF
	Paul	Kwiatkowski	Will Township Trustee	4708 W. County Line	Grant Park	IL	60940	wgiey@aol.com	CPG
	Kristi	Lafleur	Illinois Tollway	2700 Ogden Ave.	Downers Grove	IL	60515	klafleur@getipass.com	TTF
	Michael	Lammey	Kankakee County	189 E. Court St., Room 20	Kankakee	IL	60901	mlammey@k3county.net	CPG
	Robert	Lardi	Wilmington Township	29929 S. Kavanaugh Rd.	Wilmington	IL	60481	sally1231@aol.com	TTF
	Virginia	Laszewski	NEPA Region 5 Enforcement	77 W. Jackson Blvd	Chicago	IL	60604	laszewski.virginia@epa.gov	TTF
	Paul	Lawrisuk							Resident



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Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Steve	Lazzara	Will County Land Use Department	58 E. Clinton	Joliet	IL	60435	slazzara@willcountylanduse.com	TTF
	Howard	Learner	Environmental Law and Policy Center	35 E. Wacker Dr., Ste. 1300	Chicago	IL	60601	hlearner@elpc.org	TTF
	Paul	Leffler	U.S. Army Corps of Engineers	111 N. Canal St.	Chicago	IL	60602	Paul.M.Leffler@usace.army.mil	TTF
	Bill	Lenski	Regional Transportation Authority	175 W. Jackson Blvd	Chicago	IL	60604	lenskiw@rtachicago.org	TTF
	Adam	Lintner	Illinois Tollway	2700 Ogden Avenue	Downers Grove	IL	60515	alintner@getipass.com	TTF
PL	Paul	Lohmann	Village of Beecher	724 Penfield St.	Beecher	IL	60401	plohmann@villageofbeecher.org	CPG
	Mitchell	Lopez	Hanover Township	9810 W. 136th Lane	Cedar Lake	IN	46303	hanovertownshiptrustee@hotmail.com	TTF
RL	Richard	Ludlow	Town of Schneider	P.O. Box 284	Schneider	IN	46376	rludlow@mchsi.com	TTF
	Kathy	Luther	NIRPC			IN	46323	kluther@nirpc.org	TTF
	Mark	Maassel	Northwestern Indiana Forum	6100 Southport Road	Portage	IN	46368	mtmaassel@nwforum.org	TTF
	Nicki	Mackowski	South Shore Convention and Visitors Bureau	7770 Corinne Drive	Hammond	IN	46323	nicki@southshorecva.com	TTF
	Eileen	Majda	Village of Matteson	4900 Village Commons	Matteson	IL	60443	emajda@villageofmatteson.org	TTF
	George	Malis	Sierra Club	287 S. 540 W	Hebron	IN	46341	gm.dunelands@yahoo.com	TTF



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Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Robert	Massat	Green Garden Township	8608 Stuenkel Road	Frankfort	IL	60423	dianamassat@sbcglobal.net	TTF
	Jim	Mandon	Town of Lowell Engineer			IN		jmandon@munster.org	TTF
	Elizabeth	McCloskey	U.S. Fish and Wildlife Service	P.O. Box 2616	Chesterton	IN	46304	elizabeth_mccloskey@fws.gov	TTF
	Mike	Mcintire	West Creek Town	21402 Chestnut	Lowell	IN	46356		TTF
	Jody	Melton	Kankakee River Basin Develo	6100 Southport Road	Portage	IN	46368	jmelton@nirpc.org	TTF
	Fred	Meyer	Village of Grant Park	106 West Taylor Street	Grant Park	IL	60940	villageofgrantpark@att.net	CPG
	Jerry	Meyer	Washington Township	30200 Town Center Road	Beecher	IL	60401	washingtontwp@hotmail.com	TTF
	Ronald	Meyer	Manteno Township	1030 Boudreau Road	Manteno	IL	60950		TTF
	Tris	Miles	City of Crown Point	101 N. East St.		IN	46307	tmiles@crownpoint.in.gov	CPG
	Chad	Miller	Kankakee County Farm Burea	1605 W. Court St	Kankakee	IL	60901-3	kankfb@sbcglobal.net	TTF
	Martin	Monahan	Citizen-Retired Highway Engin	18743 Juhlin Drive	Homewood	IL	60430	MartinM524@aol.com	TTF
<i>DAM</i>	Don	Moran	Will County Board			IL			
	Richard	Moran	Rockville Township	11505 North 3500 West Rd	Manteno	IL	60950		TTF



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Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Seth	Morgan	Pace Suburban Bus	550 W. Algonquin Road	Arlington Heights	IL	60005	<a href="mailto:seth.morgan@pacebus.com">seth.morgan@pacebus.com</a>	TTF
	Leigh	Morris	Indiana Economic Developme			IN	00000	<a href="mailto:Lemorris@iedc.in.gov">Lemorris@iedc.in.gov</a>	TTF
	James	Morrow	Eagle Creek Township	8305 East 173rd Avenue	Hebron	IN	46341		TTF
	Jim	Moustis	Will County	302 N. Chicago Street	Joliet	IL	60432	<a href="mailto:jgmoustis@yahoo.com">jgmoustis@yahoo.com</a>	CPG
	Gary	Mueller	Green Garden Township	10301 W Prairie Schooner	Frankfort	IL	60423	<a href="mailto:gmue29@aol.com">gmue29@aol.com</a>	TTF
	Alan	Mundt	Wilton Township	29249 S. Elevator Rd.	Manhattan	IL	60442	<a href="mailto:snowbird4850@aol.com">snowbird4850@aol.com</a>	TTF
	Don	Murday	Green Garden Township			IL	00000	<a href="mailto:dmurday@cmn-law.com">dmurday@cmn-law.com</a>	TTF
	David	Murtaugh	Regional Director Northwest I	11035 Broadway	Crown Point	IN	46307	<a href="mailto:david_murtaugh@coats.senate.gov">david_murtaugh@coats.senate.gov</a>	CPG
✓	Pat	Mussman	West Creek Township	11821 West 185th Avenue	Lowell	IN	46506	<a href="mailto:wctpcts1-5@att.net">wctpcts1-5@att.net</a>	CPG
✓	Harold	Mussman, Jr	West Creek Township	11821 West 185th Avenue	Lowell	IN	46506	<a href="mailto:wctpcts1-5@att.net">wctpcts1-5@att.net</a>	CPG
	Kay	Nelson	NWI Forum	6100 Southport	Portage	IN	46368	<a href="mailto:knelson@nwiforum.org">knelson@nwiforum.org</a>	TTF
	Marc	Nelson	Village of Manhattan	245 S State Street	Manhattan	IL	60442	<a href="mailto:mnelson@villageofmanhattan.org">mnelson@villageofmanhattan.org</a>	TTF
	Neal	Nelson	Village of Coal City	515 S. Broadway	Coal City	IL	60416	<a href="mailto:nnelson@coalcity-il.com">nnelson@coalcity-il.com</a>	CPG



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Joyce	Newland	Federal Highway Administration	575 North Pennsylvania St	Indianapolis	IN 46204	jnewland@dot.gov	TTF
	Ian	Nicolini	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN 46303	ian.nicolini@cedarlakein.org	TTF
	Rick	Niemeyer	Lake County Council	2293 N Main Street	Crown Point	IN 46307		TTF
	Randell	Niemeyer	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN 46303	randy.niemeyer@cedarlakein.org	CPG
	Doug	Niksch	Town of Lowell	5524 W. 173rd	Lowell	IN 46356	niksch@comcast.net	TTF
	Timothy	Nugent	Village of Manteno	98 E. 3rd Street	Manteno	IL 60950	information@villageofmanteno.com	CPG
	Tara	Orbon	Baxter & Woodman	15629 Larkspur Lane	Orland Park	IL 60462	torbon@baxwood.com	CPG
	William	Offerman	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL 60421	mayor.offerman@villageofelwood.com	CPG
<i>HOH</i>	Hugh	O'Hara	Will County Governmental League	3180 Theodore Street	Joliet	IL 60435	hugh.ohara@wcgl.org	TTF
	Larry	Ohm	Sumner Township	5277 E. 7000 N. Road	Manteno	IL 60950		TTF
<i>Bill</i>	Bill	Olthoff	Kankakee County Board	4503 E. 3000 N. Road	Bourbonnais	IL 60914	olthoffwm@daca.net	TTF
	Marty	Orr	City of Wilmington	1165 S. Water Street	Wilmington	IL 60481	morr@wilmington-il.com	CPG
	Ed	Pacchetti	Village of Carbon Hill	695 North Holcomb St.	Carbon Hill	IL 60416	thepacchettis@sbcglobal.net	CPG



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group	
	Edward	Paesel	South Suburban Mayors and Mangers						
	Randy	Palmateer	Northwestern Indiana Building	Hammond	IN	46323	btpalmateer@aol.com	TTF	
	Nick	Palmer	Will County Executive	302 N. Chicago	Joliet	IL	60432	npalmer@willcountyillinois.com	TTF
	Donald	Parker	Town of Lowell	17334 Castle Brook	Lowell	IN	46356	deparker115@gmail.com	TTF
FP	Frank	Patton	Union League	65 W Jackson	Chicago	IL	60614	frankp414@gmail.com	TTF
	Dewey	Pearman	Construction Advancement Fc	6050 Southport Rd., Suite	Portage	IN	46368	dewey@cafnwin.org	TTF
	Elizabeth	Pelloso	U.S. Environmental Protection	77 W. Jackson Blvd. (E-19)	Chicago	IL	60604	pelloso.elizabeth@epa.gov	TTF
	Marta	Perales	IL MPO	235 S. Wacker	Chicago	IL	60606	marta@ilmpo.org	TTF
	Sue	Peterson	Town of Lowell	501 East Main Street	Lowell	IN	46356	townadministrator@lowell.net	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Leslie	Phemister	Active Transportation Alliance	9 West Hubbard Street	Chicago	IL	60654	leslie@activetrans.org	TTF
	Bob	Philpot	Lowell Town Councilman						CPG
<i>JH</i>	Jim	Piekarczyk, P.E.	Kankakee County	189 E. Court Street	Kankakee	IL	60901	jpiekarczyk@co.kankakee.il.us	CPG
	Matt	Pierce	Toll Road Concession Comp	52551 Ash Road	Granger	IN	46530		TTF
	Keith	Piszlro	Town of Cedar Lake			IL	46305		TTF
	Greg	Quartucci	Cardno JFNew			IL	00000	Greg.quartucci@cardno.com	TTF
	Steven	Quigley	Will County Governmental Le	3180 Theodore Street, Sui	Joliet	IL	60435	steve.quigley@wcgl.org	TTF
	William	Quigley	Florence Township	16882 W. Arsenal Road	Wilmington	IL	60481	wquigley56@yahoo.com	TTF
	Tony	Recupito	Crete Township	25405 South State Street	Crete	IL	60417	arecupito@cretetownship.com	TTF
	Jerry	Rice	Rockville Township	6076 W. 11000 N. Road	Manteno	IL	60950	djrice42@att.net	TTF
	Jeremy	Roberts	Yellowhead Township	313 S. Meadows Street	Grant Park	IL	60940	yellowheadroad@att.net	TTF
	Joseph	Rodawold	Wesley Township	17292 W. Ballou Road	Wilmington	IL	60481		TTF
	T.J.	Ross	PACE	550 W. Algonquin Rd.	Arlington Heights	IL	60005	T.J.Ross@Pacebus.com	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
GR	Greg	Ruddy	City of Joliet	921 East Washington	Joliet	IL	60433	gruddy@jolietcity.org	TTF
	Bill	Rulien	City of Braidwood	141 W. Main St.	Braidwood	IL	60408	pmcguire@braidwood.us	CPG
	Lorin	Schab	Midewin Alliance Board Membr			IL	00000	llschab44@yahoo.com	TTF
	Gerry	Scheub	Lake County	2293 N. Main Street	Crown Point	IN	46307	scheugj@lakecountyin.org	CPG
	Mark	Schneidewind	Will County Farm Bureau	100 Manhattan Rd	Joliet	IL	60433-2	wcfb@willcfb.com	TTF
	George	Schoenbeck		12952 Red Oak Court	Homer Glen	IL	60491		TTF
	Mike	Scholefield	Chicago Southland Economic	1904 W 174th	East Hazel Crest	IL	60429	250mjs@comcast.net	TTF
ES	Elizabeth	Schuh	CMAP	233 South Wacker Drive	Chicago	IL	60606	eschuh@cmapp.illinois.gov	
	Kyle	Schuhmacher	Ketone Partners			IL	00000	kschuhmacher@ketonepartners.com	TTF
	Ralph	Schultz	Forest Preserve District of Wil	17540 W. Laraway Road	Joliet	IL	60433	rschultz@fpdwc.org	TTF
	Don	Seehausen	Crete - Candidate					donseehausen@gmail.com	
	Susan	Shea	Illinois Division of Aeronautics	1 Langhorne Bond Drive	Springfield	IL	62707	susan.shea@illinois.gov	TTF
	Rick	Short	US Forest Service	30239 S. State Route 53	Wilmington	IL	60481	rshort@fs.fed.us	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Joseph	Shudick	Ross Township	24 W. 73rd Ave.	Merrillville	IN	46410		TTF
<i>KS</i>	Kevin	Sing	Village of manhattan	245 S. State Street	Manhattan	IL	60442	<a href="mailto:sing@VillageOfManhattan.org">sing@VillageOfManhattan.org</a>	CPG
<i>DKS</i>	Delbert	Skimerhorn	K3 County Planning	189 E Court Street	Kankakee	IL	60901	<a href="mailto:dskimerhorn@k3county.net">dskimerhorn@k3county.net</a>	
	Paullette	Skinner	Town of Winfield	10645 Randolph St.	Winfield	IN	46307	<a href="mailto:rennicks@sbcglobal.net">rennicks@sbcglobal.net</a>	CPG
	Herbert	Smith	Norfolk Southern Corporation	111 W. Washington St.	Chicago	IL	60602	<a href="mailto:herbert.smith@nscorp.com">herbert.smith@nscorp.com</a>	TTF
	Jeff	Snape	RE Hamilton	3230 Executive Dr.	Joliet	IL	60431	<a href="mailto:jsnape@rehamilton.org">jsnape@rehamilton.org</a>	TTF
<i>W</i>	Wade	Spang	Midewin	30239 S. State Route 53	Wilmington	IL	60481	<a href="mailto:wspang@fs.fed.us">wspang@fs.fed.us</a>	TTF
	Jerry	Stewart	Wilmington Township	P.O. Box 397	Wilmington	IL	60481	<a href="mailto:jerryDJStewart@aol.com">jerryDJStewart@aol.com</a>	TTF
<i>SS</i>	Steve	Strains	Northwestern Indiana Regional Council of Governments	6100 Southport Road	Portage	IN	46368-6	<a href="mailto:ssstrains@nirpc.org">ssstrains@nirpc.org</a>	TTF
	Eldon	Strong	Lake County Council, Dist 7	2293 N. Main St.	Crown Point	IN	46307	<a href="mailto:estrong@lakecountyin.org">estrong@lakecountyin.org</a>	TTF
	Phil	Stuepfert	HRGreen	651 Prairie Point Drive	Yorkville	IL	60560	<a href="mailto:pstuepfert@hrgreen.com">pstuepfert@hrgreen.com</a>	TTF
	John	Swanson	Northwestern Indiana Regional Council of Governments	6100 Southport Road	Portage	IN	46368	<a href="mailto:jswanson@nirpc.org">jswanson@nirpc.org</a>	CPG
<i>GS</i>	Greg	Szymanski	Village of Beecher	724 Penfield	Beecher	IL	60401	<a href="mailto:gszymanski@villageofbeecher.org">gszymanski@villageofbeecher.org</a>	CPG



### Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Bruce	Tammen	Custer Township	37131 Essex Rd.	Wilmington	IL 60481	btammen@cbcast.com	TTF
	Jim	Testin	Robert E. Hamilton	3230 Executive Drive	Joliet	IL 60433	jtestin@rehamilton.org	TTF
	Renee	Thakali	Midewin National Tallgrass Pr	30239 S State Route 53	Wilmington	IL 60481	rthakali@fs.fed.us	TTF
	Tom	Thanas	City of Joliet	150 West Jefferson Street	Joliet	IL 60432	tthanas@jolietcity.org	TTF
	John	Thatcher	Wilton Township	16491 W. Kennedy Road	Wilmington	IL 60481		TTF
	Mark	Thompson	Hanson/IDOT Aeronautics	5710 West Eagle Lake Rd	Peotone	IL 60468	mthompson@hanson-inc.com	TTF
	David	Togliatti	Village of Coal City	515 S. Broadway	Coal City	IL 60416	dtogliatti@coalcity-il.com	TTF
	Daniel	Tovo	Village of Monee	5130 W. Court St.	Monee	IL 60449	mayortovo@villageofmonee.org	CPG
	Jerry	Townsend	Village of University Park					
	Jim	Trizna	City of Joliet	150 West Jefferson Street	Joliet	IL 60432	jtrizna@jolietcity.org	TTF
	Lawrence	Troutman	Channahon Township	25461 S. Fryer St.	Channahon	IL 60410	channahontownship@yahoo.com	TTF
	David	Uran	City of Crown Point	101 North East Street	Crown Point	IN 46307	mayor@crownpoint.in.gov	CPG
<i>MM</i>	Michael	Van Mill	Economic Alliance of Kankakee	200 E. Court Street, Suite	Kankakee	IL 60901	Mvanmill@kankakeecountyed.org	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL      Date: 05/30/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Timothy	Vanderhyden	Jackson Township	100 Mississippi Ave.	Elwood	IL	60421		TTF
<i>TW</i>	Thomas	Vanderwoude	South Suburban Mayors and Mangers						
	David	VanderZee	Pace Suburban Bus	550 W. Algonquin Road	Arlington Heights	IL	60005	David.VanderZee@pacebus.com	TTF
	Bill	Viste	Illinois Department of Transportation	1 Langhorne Bond Drive	Springfield	IL	62707-8	william.viste@illinois.gov	TTF
	Jennifer	Wagner	Ridge Property Trust	8430 W. Bryn Mawr Avenue	Chicago	IL	60631	jwagner@rptrust.com	TTF
<i>DW</i>	David	Wallace	Village of Monee	5130 W. Court Street	Monee	IL	60449	dwallace@villageofmonee.org	TTF
	James	Walsh	Manhattan Township	24645 Eastern Ave.	Manhattan	IL	60442	moomoo1949@att.net	TTF
	James	Walsh	Manhattan Township	24645 Eastern Ave.	Manhattan	IL	60442	moomoo1949@att.net	TTF
	Lawrence	Walsh	Will County	302 N. Chicago Street	Joliet	IL	60432	countyexec@willcountyillinois.com	CPG
	Stewart	Warren	Will County Board	302 N. Chicago St.	Joliet	IL	60432	swarren@willcountyillinois.com	TTF
	Tom	Weigel	Will County Board Land Use	302 N. Chicago Street	Joliet	IL	60432	tomweigel@att.net	TTF
<i>EW</i>	Eric	Wesel	Will County Department of Highways	16841 W. Caraway Road	Joliet	IL	60433	ewesel@willcountyillinois.com	TTF
	Norm	West	U. S. Environmental Protection Agency	77 W. Jackson Boulevard	Chicago	IL	60604	west.norman@epa.gov	TTF



## Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

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Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Ken	Westlake	U. S. Environmental Protection	77 W. Jackson Boulevard	Chicago	IL	60604	westlake.kenneth@epa.gov	TTF
	Kermit	Wies	Chicago Metropolitan Agency	233 South Wacker Drive, S	Chicago	IL	60606	kwies@cmap.illinois.gov	TTF
	Alan	Williams	Manteno Township	1031 Boudreau Road	Manteno	IL	60950	mantenotwp@sbcglobalnet.com	TTF
	R. A.	Willis	Village of Godley	150 S. Kankakee St.	Godley	IL	60407	vofgodley@yahoo.com	CPG
	Keith	Wozniak	U.S. Army Corps of Engineers	111 North Canal St.	Chicago	IL	60606-7	keith.l.wozniak@usace.army.mil	TTF
	Rocco	Zucchero	Illinois Tollway	2700 Ogden Ave.	Downers Grove	IL	60515	rzucchero@getipass.com	TTF





MEDIA



Tier Two CPG/TTF Combined Meeting #3 - Meeting Register

Location: Peotone, IL Date: 05/30/2013 Time: 1:00 PM - 3:00 PM

JAY FARQUHAR  
Mayor  
JFarquhar@VillageOfMonee.org  
5130 W Court Str  
Monee, IL 60449  
708-534-8301  
708-534-0694 f  
www.VillageOfMonee.org

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
RD	Renetta	DuBose	Lakeshore Public TV	8625 INDIANA PI	Memillville	IL 46416	rdubose@lakeshoreptv.com	
AB	Anthony	Basile	Landowner	30860 S. Cedar	Manhattan	IL 60442		
PB	Paula	"	"	"	"	"	PAB40442@yahoo.com	LANDOWNER
	JANICE	TEUSCHER	EDWARDS BUS-OWNER	31851 S. Rt 50	PEOTONE	IL 60468		
(RJW)	RAY	Nugent Sr.	Wilton Township	28620 S. Gougar	MANHATTAN	IL 60442	RJNUGENTSR@AOL.COM	



**Illiana Corridor Tier Two  
Corridor Planning Group (CPG) / Technical Task Force (TTF) Meeting #3 Summary  
May 30, 2013  
Will County Fair Atrium – Peotone, IL**

**CPG/TTF Meeting #3:**

The third CPG/TTF meeting for Tier Two was held on May 30, 2013 at Will County Fair Atrium in Peotone, Illinois.

The meeting included a PowerPoint presentation, which was used to explain interchange analysis, design options, local road connectivity, mitigation opportunities, environmental benefits as well as the alternative to be carried forward. To announce the May 30, 2013 CPG/TTF Meeting #3, an email invitation was sent on May 16, 2013 and again on May 28, 2013.

The meeting was attended by 49 participants, 44 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and 5 observers.

**Tier Two:**

Tier Two will focus on a 950 square mile study area, the continuation of the NEPA process, Context Sensitive Solutions (CSS), a field study and GIS-based impact assessment and financing strategies with the goal of a preferred alternative and environmental footprint and financing plan. A “Tier Two” schedule was presented, identifying the public involvement/NEPA process timeline.

B3 was presented as being IDOT’s -- as well as the Midwest’s -- first P3 project that will be either “Design-Build” or “Design-Build-Operate-Maintain.” All options (including No-Build) are being analyzed. IDOT presented that with P3, it is a good time to take advantage of TFIA loans for private investors.

**Agenda:**

- TTF Land Use Workshop #2 Overview
- CPG/TTF Meeting Overview
- Alternatives to be Carried Forward
- Road Connectivity Analysis
- Interchange Locations
- Presentation of the Sustainable Design BMP’s
- Next Steps

**Questions and Comments**



During the CPG/TTF meeting held on May 30, 2013, representatives from local communities and agencies provided comments and/or questions on the development of the Illiana Corridor. Among the topics covered were the following (answers provided by IDOT are in parentheses):

- At the Public Meeting, when you have the Q & A session – the people were unfavorable of this way of handling their questions. It’s an emotional issue. It’s a respect issue. The shouting comes when they become disrespected. The questions were selected, they feel treated like children having to write their questions down. (We are trying to keep within time constraints, as well as trying to consolidate similar questions together. We do want to avoid a shouting match, and we are open to meeting one on one after the meeting. If you have any better suggestions let us know).
- On slide # 12 [Develop Strategies to Maintain Growth] I need an explanation. (Property tax may be adjusted over time)
- In reference to page 18, truck trafficking is an issue, what are you doing about this? (We are not there yet, still working, there is development pressure around 53)
- Are you collecting data to just collect data? (What are the best corridors? Trying to ID what our restoration plan is?)
- Radio says plan is being proposed between Coal City & Indiana? (That is an independent proposal...looking into a toll railroad)
- Proposal at Springfield –will that take effect on our study? (There is not access planned for the South Suburban Airport)
- I would like the surveyors to carry proof of insurance with their name listed on the card when they go on to people’s property. (We will follow up)
- A meeting set for the middle of June is at the height of farming season for the farmers due to the rain, can you extend in to July? (No, but we can arrange for a One on One)
- What is the No Build? (It is doing nothing, but the state DOT will be doing something to fix old roads and bridges in the next 30 years...CMAP’s No Build plan is different)
- I know the Village of Beecher was interested in a Bypass. (We are still looking into that).
- I don’t hear my fellow stakeholders in this room asking questions, you should be asking more questions. (We have gone out into the communities a lot the past 3 years, we have had One on One meetings and we receive comments)

Representatives from the study team were able to provide responses to each question/concern voiced and differentiated between policies within Illinois and Indiana, where applicable. When the presentation and Q&A concluded, attendees were able to view a printed map at a separate stations and ask specific questions from PB and IDOT/INDOT representatives.

### **Next Steps:**

Tier Two next steps include Public Meeting #2 on June 17, 2013 in Indiana and June 18, 2013 in Illinois.



201 W. Center Court  
Schaumburg, Illinois 60196

100 N Senate Avenue, #N642  
Indianapolis, Indiana 46204

[www.illianacorridor.org](http://www.illianacorridor.org)

**Project and Environmental Studies  
Illiana Corridor Study**

January 28, 2013

(Merge First/Last Name)  
(Merge CO/Trust #)  
(Merge Address)  
(Merge City, IL and Zip)

Property Identification Number: (Merge PIN #)

Dear Landowner,

This letter is being sent to provide you with an update regarding the Illiana Corridor project to landowners within the 2,000 foot planning boundaries of Corridors A3S2, B3, and B4. As you may know, Corridors A3S2, B3 and B4 have been studied by the Illinois and Indiana Departments of Transportation (IDOT and INDOT) for the purpose of providing a new east-west transportation facility. Study findings pertaining to these corridors have been documented in the Illiana Corridor Tier One Final Environmental Impact Statement (Final EIS). The Final EIS can be viewed on the project website at: [www.illianacorridor.org](http://www.illianacorridor.org) and at local libraries within the study area.

Public hearings were held on the Draft EIS on July 31, 2012 in Peotone, Illinois and August 1, 2012 in Lowell, Indiana. More than 1,100 public, agency and organization comments were received during the public comment period. These comments and responses can be found in Appendix Q of the Final EIS.

Prior to the release of the Final EIS, the Preferred Corridor Chapter (Section 4 of the FEIS) was sent to Federal and State regulatory agencies for review and concurrence. Concurrence was received during November/December 2012 and the Final EIS and Record of Decision (ROD) were issued on January 17, 2013 authorizing IDOT and INDOT to advance the preferred corridor and the No-Action Alternative into Tier Two studies. The Preferred Corridor Chapter can be viewed separate from the Final EIS on the project website at: [www.illianacorridor.org/information\\_center/library.aspx](http://www.illianacorridor.org/information_center/library.aspx)

Based on technical analysis done as part of Tier One studies and public comments, **Corridor B3 has been identified as the preferred corridor and will be carried forward with the No-Action Alternative for further analysis in Tier Two. Corridors A3S2 and B4 have been**

## Page 2

**dismissed from further study and will not be carried forward.** The Preferred Corridor Report and Section 4 of the Final EIS both outline the key reasons that Corridor B3 has been chosen. In summary, the results of the Tier One EIS work show that Corridor B3 has substantially less socioeconomic and environmental impacts than Corridor A3S2, and performs better in meeting the transportation Purpose and Need than Corridor B4 while having comparable, but different, socioeconomic and environmental impacts.

### **Tier Two Study Activities:**

#### **Preferred Corridor Refinement:**

Moving into Tier Two, the planning corridor for B3 remains approximately 2,000 feet in width, within which the actual footprint of the facility will be determined. The 2,000 foot corridor defines the limits of an area that will undergo more detailed study and analysis to further refine a corridor that will have the minimum property impacts while addressing transportation needs. During Tier Two study activities, Corridor B3 will be narrowed to an approximate 400 foot width. This means that if your property is currently in Corridor B3, there is the potential that your property could be removed from the final corridor footprint as the study proceeds. Corridor refinement in Tier Two will be based on detailed engineering and environmental studies, and landowner outreach.

Local interchange access locations will also be identified during Tier Two in order to direct traffic to roads that are designed and capable of handling the change in travel patterns created by the Illiana Corridor as a new transportation facility.

#### **Road Connectivity Analysis:**

Another step in the Tier Two Process will be to perform a Road Connectivity Analysis for existing roads that intersect with Corridor B3. This analysis will include consideration of traffic counts and projections, coordination with local officials, emergency service providers, school districts, farm operators, local road agencies, and others. These efforts will ultimately help determine where underpasses or overpasses may need to be located, or where alternative access to existing roadways may be provided. Efforts will be made to maintain existing routes to the extent feasible and where routes cannot be maintained, either during construction or as part of the final facility plan, alternative routing will be evaluated to minimize the change in travel patterns. A public hearing will be held to gather information and opinions before any final determinations are made regarding road connectivity changes in Illinois.

The cost of a road closure is determined to be the increase in cost for road users to travel the additional distance to reach their destination. These costs are based on the amount of traffic,

added detour distance, and operating costs of the vehicles. This cost is compared against the alternative cost of a new overpass including right-of-way; and construction costs for building the overpass including bridges, earthwork, drainage pipes, pavement, guardrail, and landscaping.

**Noise Impact Analysis:**

IDOT and INDOT are both in conformance with FHWA policies and procedures regarding noise impacts. Detailed traffic noise studies, including identification of traffic noise impacts and consideration of noise abatement, will be performed as part of the Tier Two engineering studies. Noise mitigation efforts will be designed in accordance with regulating criteria. For more information about IDOT's overall noise policy please visit the website at: <http://www.dot.il.gov/desenv/noise.html>

**Landowner Outreach:**

The process of planning for and implementing needed transportation projects is understandably a sensitive issue when landowners are impacted. IDOT and INDOT understand the impacts that transportation infrastructure projects may have to private properties, as well as the uncertainty landowners have regarding resolution of concerns as project development activities continue. In order to provide landowners with a direct project contact, Landowner Relations Representatives (LRR) will be available to assist landowners by providing information about the study process, answering questions, and acting as a liaison between landowners, IDOT, and INDOT. When necessary, IDOT and INDOT staff will be available to communicate directly with landowners, as well.

In order to assist landowners located in Corridor B3 in gaining a better understanding of the Tier Two study process and to introduce you to IDOT and INDOT officials and staff working on the project, we ask that you attend **one** of the five neighborhood landowners meetings listed in the attachment.

In the meantime, we request that you please e-mail or phone us so that we may obtain additional contact information from you in return (i.e. phone number and/or email address). We understand that this additional contact information is sensitive, but providing this information to the Illiana Study Team is of critical importance in allowing the Study Team the opportunity to contact you in advance of certain field survey visits and other study activities that may need to occur. You may provide this information to us in one of two ways:

1. Email correspondence by visiting: [www.illianacorridor.org](http://www.illianacorridor.org) and click *Submit a Comment / Question* in the upper left corner of the website. Please leave your name, address, PIN number, phone number and e-mail address.
2. Call the Landowner Information Line at: 1-855-455-4650. Please leave your name, address, PIN number, phone number and e-mail address.

*NOTE: Please reference your property PIN number(s) in all mail, email and phone communications so we can better assist you.*

**Illinois Land Acquisition Process:**

First, it is important to note that there is a substantial amount of misinformation being communicated through unofficial channels regarding the process of land acquisition in Illinois and Indiana. Land acquisition for a new transportation facility undertaken by IDOT or INDOT requires a detailed planning process and includes an extensive landowner outreach program. It is a priority for both IDOT and INDOT to work with landowners to minimize the impacts that transportation projects have on properties. Once a Tier Two ROD is issued (estimated spring 2014) and funding for land acquisition is obtained, land acquisition for the Illiana Corridor would follow the process outlined below.

Landowners determined to be impacted by the Illiana Corridor have the right to receive just compensation if acquisition of their property is required for public roadway projects. Just compensation is the fair market value of the property and damages (loss of value) to the remainder of the property if only a portion of the property is required. If the acquisition requires relocation, the landowner may be eligible for reimbursement of reasonable and necessary moving expenses and/or supplemental housing payments. Specific landowners would be contacted as more detailed information becomes available.

In Illinois, the land acquisition process begins with a Plat of Highway (Plat of Survey), followed by an independent appraisal, an offer to purchase, and a period of negotiations.

The offer to purchase is based on an appraisal report of the fair market value of the right of way that is to be acquired. The appraisal report will be written by an independent fee appraiser (non-IDOT employee) and reviewed by an independent review appraiser. The offer to purchase is presented to land owners to begin the negotiation process which typically will last from 60-90 days.

If an agreement is reached on the acquisition price, IDOT's internal process for reviewing and approving conveyance (transfer) documents, and ordering/disbursement of money to complete the transaction, will take approximately 2-4 months. If the landowner does not agree with the offer to purchase they may submit a written counteroffer for IDOT's consideration. Information submitted to support the counteroffer would be reviewed and IDOT will determine if the counteroffer will be accepted or rejected. IDOT's goal is to reach a willing agreement with landowners. As such, the negotiation process may involve multiple rounds of information sharing and discussions before it is determined that an agreement cannot be reached.

**Page 5**

If an agreement cannot be reached, the matter is referred to the courts for resolution. Referring cases to the court for resolution is always the last resort in the land acquisition process for road projects and ultimately the court decides the dispensation of the case, including final compensation to the property owner.

In order to provide an example of the typical timeframes associated with land acquisition an exhibit and timeline have been attached to this letter for your reference. Please keep in mind that in order for land acquisition to occur a Tier Two ROD must be issued by the Federal Highway Administration (FHWA) (estimated spring 2014) and funding for land acquisition must be obtained. Exceptions to this limitation would be hardship or protective acquisition purchases identified during the Tier Two process.

It is our hope that the facts and information contained in this letter will be helpful to you as we enter the next phase of project studies. Tier Two activities are anticipated to take an additional 12 - 24 months to complete.

We appreciate your continued interest in this study and hope you stay involved with the study team throughout the process.

Sincerely,

A handwritten signature in black ink, appearing to read "John Fortmann".

John Fortmann, P.E.  
Acting Deputy Director of Highways,  
Region One Engineer  
Illinois Department of Transportation



The poster features the Illiana Corridor logo at the top left, which includes a stylized 'I' in a blue circle and the text 'ILLIANA CORRIDOR PARTNERING FOR PROGRESS'. Below the logo is a map of the Illiana Corridor area, with 'Tier Two' highlighted in yellow. To the right of the map are four small inset photos: a large audience seated in a room, a man at a table with a 'Welcome' sign, a woman at a podium, and a woman speaking at a podium. At the bottom left are the logos for the Illinois Department of Transportation and the University of Illinois. The text 'Illiana Corridor CPG/TTF Meeting #4' and 'September 9, 2013' is prominently displayed in the center.



The slide is titled 'Today's Agenda' and features a background image of a meeting. The agenda items are listed in a bulleted format. At the top right, there is a small 'Tier Two' logo and the Illinois Department of Transportation logo. At the bottom left, it says 'IL/IN CPG/TTF Meeting #4' and '1 2'. At the bottom right, there is the Illiana Corridor logo.

### Today's Agenda

- CPG/TTF #3 Meeting Overview
- Public Meeting #2 Overview
- Section 106 Meeting Overview
- Alternatives Carried Forward – Tier Two DRAFT EIS
- Next Steps

IL/IN CPG/TTF Meeting #4  
1 2



# CPG/TTF Meeting #3 Overview

Tier Two



## Tier 2 CPG #3 Recap

HELD ON MAY 30, 2013  
*49 Attendees*

- Interchange Analysis
- Design Options
- Local Road Connectivity
- Mitigation Opportunities
- Environmental benefits
- Alternatives to be Carried Forward



IL/IN CPG/TTF Meeting #4



**ILLIANA CORRIDOR**  
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# Public Meeting #2 Overview

Tier Two



The slide features the Illiana Corridor logo at the top left, a large green wavy graphic in the center, and a photograph on the right showing people looking at a map. Logos for the Illinois Department of Transportation and the Metropolitan Planning Council are at the bottom left.



## Public Meeting #2: What did we hear?

Tier Two



- Interchange Concepts
- Support of No-Action
- Support of Project
- Design Suggestions
- Wildlife Preservation
- Traffic Studies
- Financing Questions

June 17 & 18, 2013  
*Over 500 Attendees*



The slide includes a list of topics heard at the meeting, the dates and attendance count, and two photographs: one of a large audience in a hall and another of people at a booth with informational displays.



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# Section 106 Meeting Overview

Tier Two



Illinois Department of Transportation



## Section 106 Meeting Overview

Tier Two

- 40 Attended (Illinois and Indiana)
- What did we hear?
  - Additional properties recommended for eligibility
  - Archaeological Investigations
  - Evaluation of Farms and Farmsteads including centennial status
  - Involvement of Native American Tribes
  - Noise Impacts
  - Atmospheric effects to Historic Properties





Illinois Department of Transportation



**Tier Two Alternatives Carried Forward**

*What is the purpose of the ACFTM?*

- Evaluation of:
  - Tolling/non tolling
  - Mainline alignment and footprint
  - Interchange types and locations
  - Road connectivity
- Summarizes
  - Technical Analysis
  - Stakeholder and Resource Agency Coordination

**Describes alternatives recommended to be carried forward as well as alternatives not recommended.**

## Stakeholder Coordination



- **2 Public Meetings** - over 1,200 attended
- **3 CPG/TTF Meetings**
- **Over 5,100 Newsletters Distributed**
- **Resource Agency Meetings**
- **Landowner Outreach**
  - Over **850 people** participated
  - Representing **406 parcels**

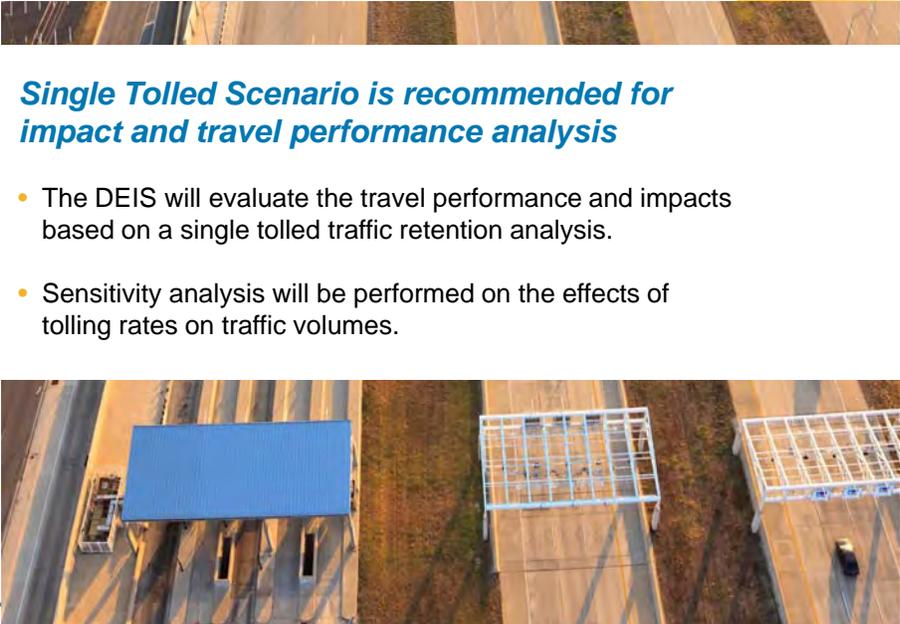
80+

Small group Meetings

IL/IN CPG/TTF Meeting #4

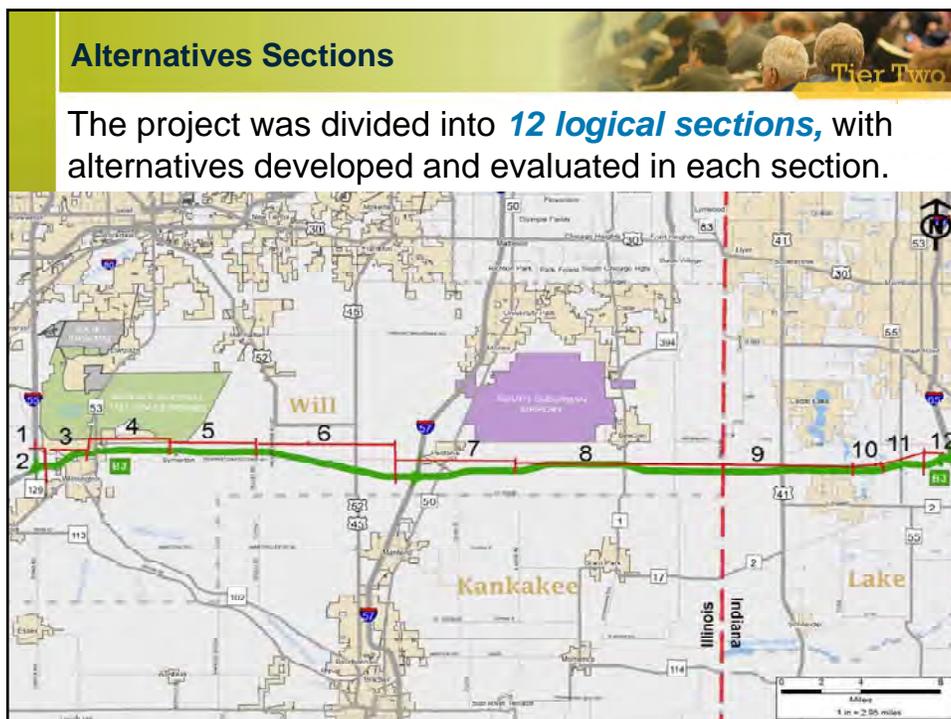


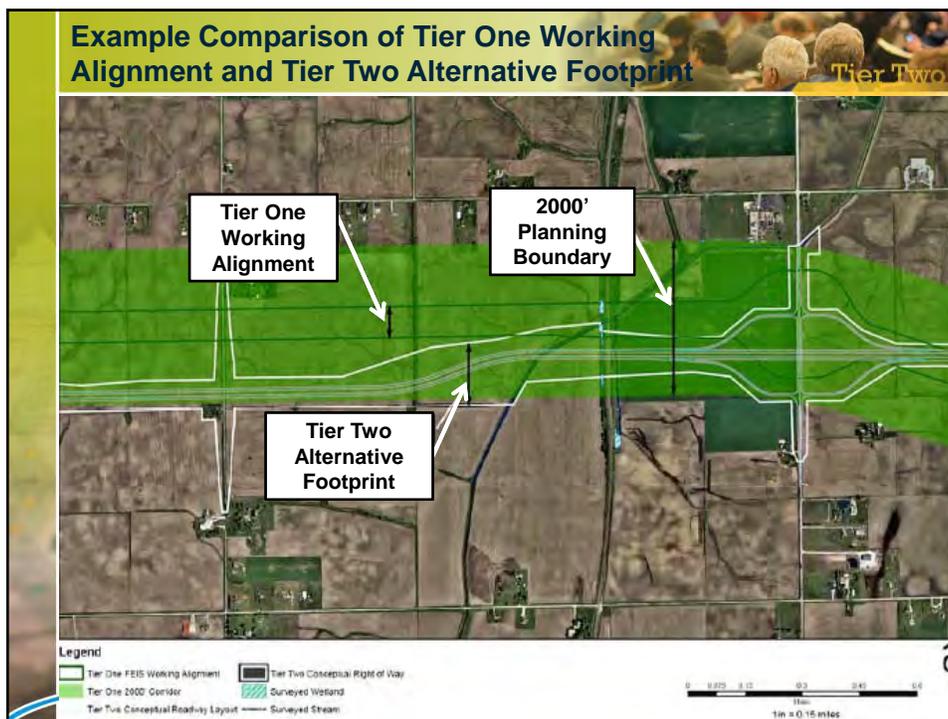
## Tolling and Non-Tolling



Single Tolloed Scenario is recommended for impact and travel performance analysis

- The DEIS will evaluate the travel performance and impacts based on a single tolloed traffic retention analysis.
- Sensitivity analysis will be performed on the effects of tolling rates on traffic volumes.





### Alternatives for Consideration

- All feasible alternatives are on the table
- Seeking additional input
- Recommended range of alternatives to be carried forward and to dismiss

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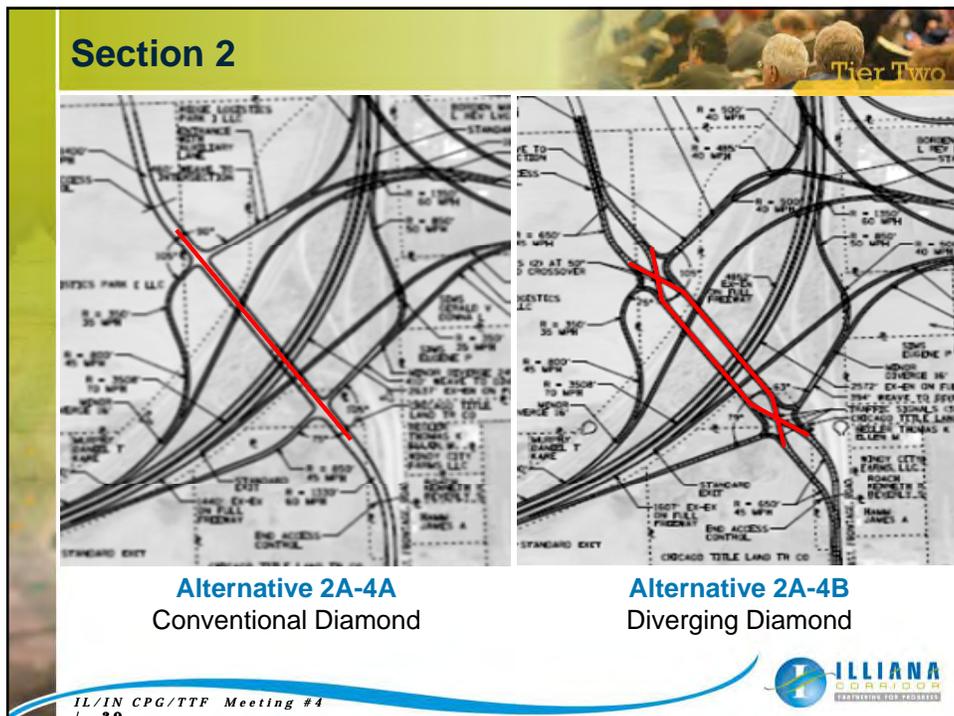
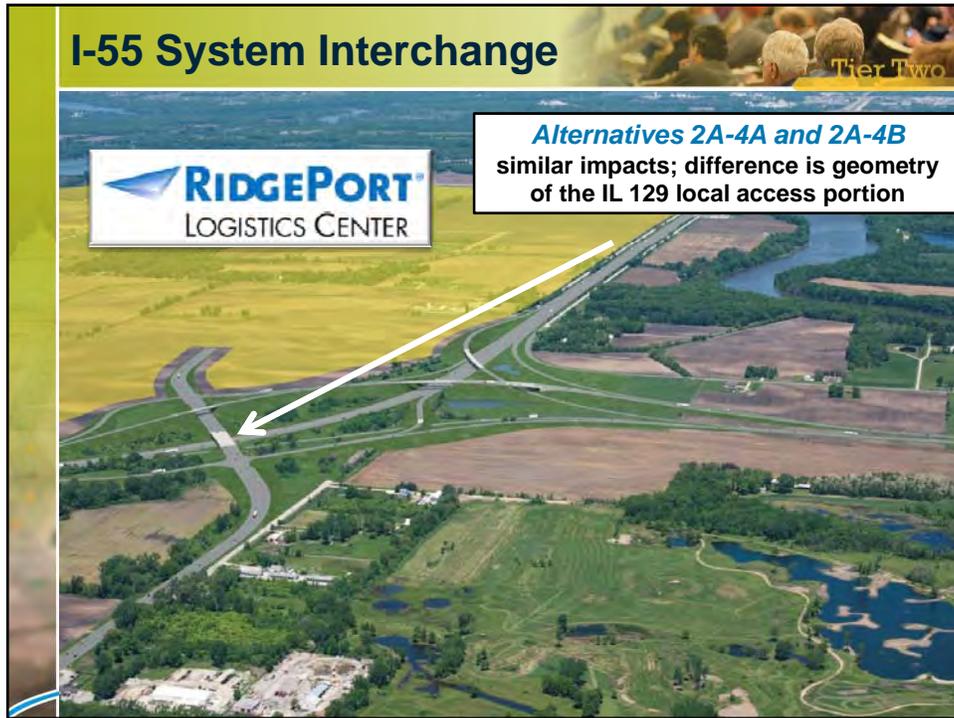
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**Section 1** Lorenzo Rd. Interchange Tier Two

- I-55/Lorenzo Road interchange added to project (from I-55 Wilmington EA study)
- **One recommended alternative to carry forward:**
  - **Alternative 1A** (preferred alternative C5 from I-55 Wilmington Study)

**Section 2** I-55 Interchange Tier Two

- **Two recommended alternatives to carry forward:**
  - **Alternative 2A-4A** (Conventional Diamond interchange)
  - **Alternative 2A-4B** (Diverging Diamond Interchange)



**Section 3** I-55 to Union Pacific RR Tier Two

- Six Alternatives studied
  - 3A, 3B, 3C, 3D, 3E, 3F
- Many constraints in this area
  - Kankakee River crossing, utilities, wetlands, buildings, IDNR Sec. 4f, potential historic, T&E species

**Section 3** I-55 to Union Pacific RR Tier Two

- 3A: the Tier Two June 2013 footprint
  - Impacts wetlands and city-owned Bobcat Field; avoids IDNR 4(f) property (Des Plaines FWCA), residential properties
  - **Recommended to carry forward**



**Section 3** I-55 to Union Pacific RR Tier Two

- 3D: shifts to the west
  - Avoids wetlands, Bobcat Field, residential properties; impacts IDNR
  - **Recommended to be dismissed**

**Section 3** I-55 to Union Pacific RR Tier Two

- 3E: shifts to the south
  - Avoids wetlands, IDNR; impacts Bobcat Field, residential properties; multiple design exceptions including reduced design speed
  - **Recommended to be dismissed**

**Section 3** I-55 to Union Pacific RR Tier Two

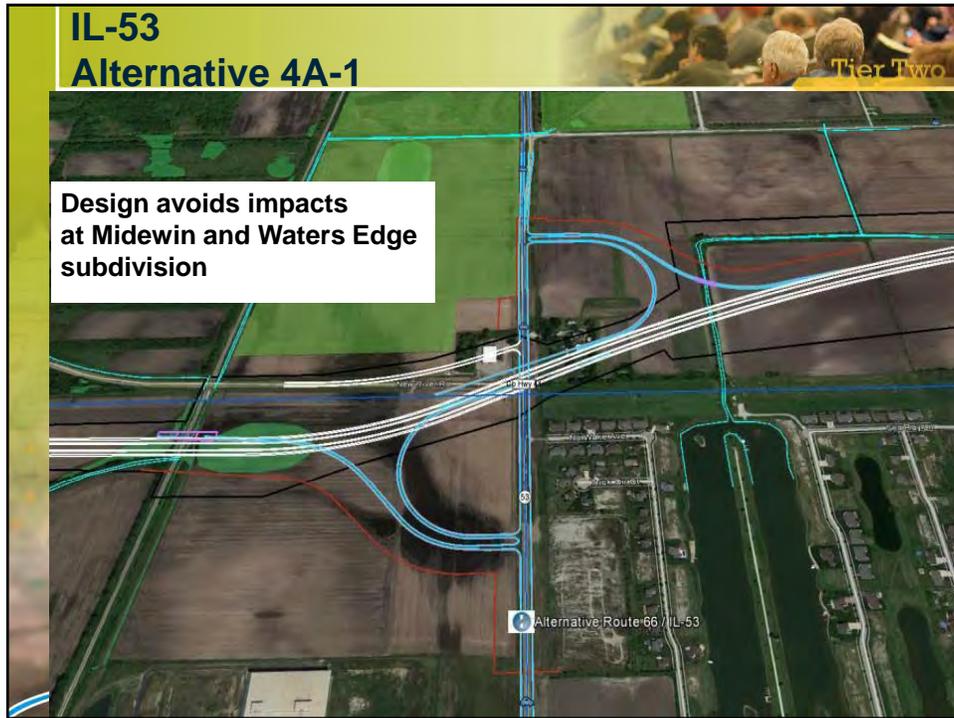
- 3F: a hybrid of 3B on the west and 3A on the east
  - Avoids wetlands, Bobcat Field, IDNR, residential properties
  - **Recommended to carry forward**

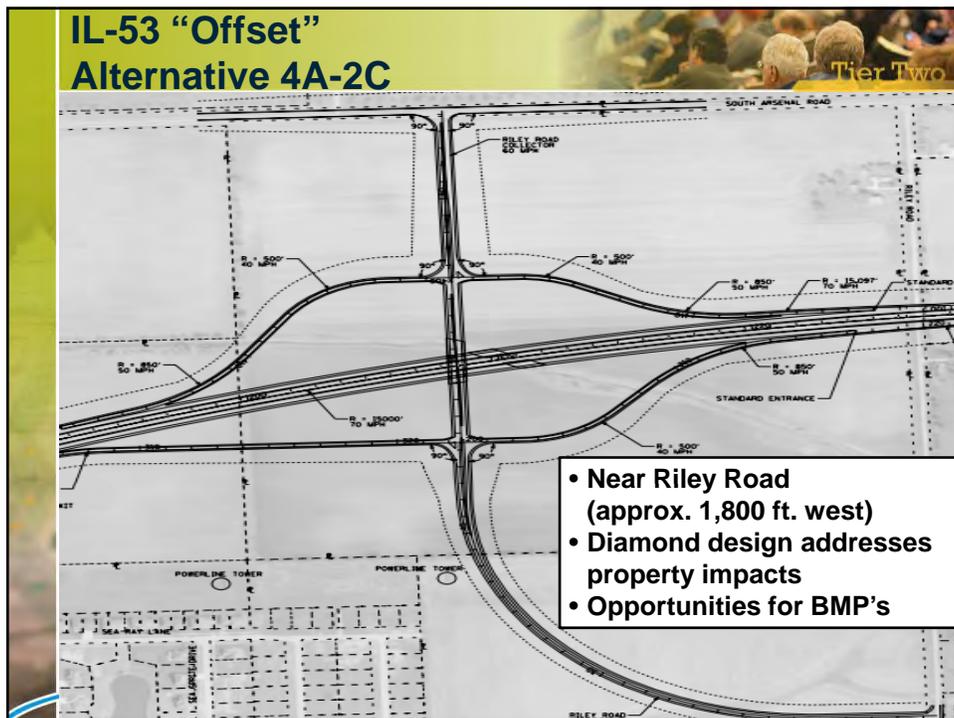
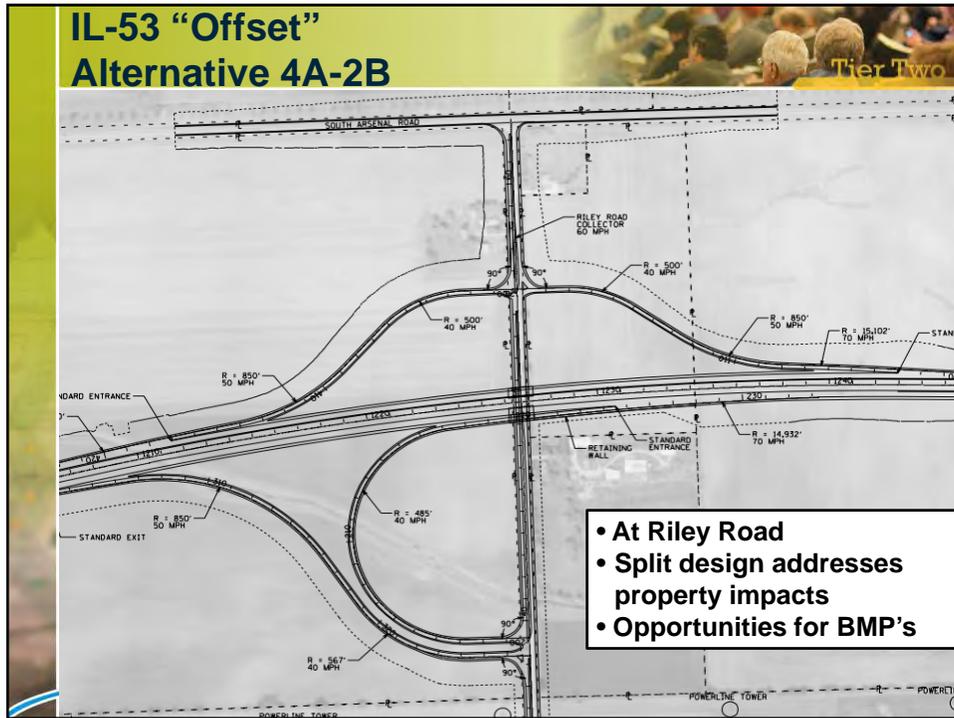
**Section 4** Union Pacific RR to Symerton Road Tier Two

**IL-53 Interchange Types Carried Forward**

**Legend**

- Illiana Mainline
- Type 1 - IL-53 Parclo
- Type 2A - Riley Road Diamond
- Type 2B - Riley Road Split Parclo
- Type 2C - Offset Riley Road Diamond
- Type 2D - Old Chicago Road Split Parclo





**IL-53 "Offset"**  
**Alternative 4A-2D**

- S. leg at Old Chicago
- N. leg at Local 150
- Split design addresses Midwin and property impacts

**IL-53 "No Access"**  
**Alternative 4A-3**

- No access option
- Illiana crosses over IL-53
- Establishes a baseline of minimum impacts to IL-53

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<b>IL-53 Overall Traffic Analysis</b>					
	<b>2040 No-Action</b>	<b>Alt. 1 Access at IL-53</b>	<b>Alt 2A-B-C Access at or near Riley</b>	<b>Alt. 2D Access at Old Chicago</b>	<b>Alt. 3 No Access</b>
Volume/day change on Illiana compared to IL-53 access	N/A	--	-5,900	-10,200	- 11,700
Volume/day on IL-53 between S. Arsenal and Hoff*	21,700	24,100	21,900	20,500	20,200
Reduction vs. No-Action Arterial VMT/day	--	- 532k	- 508k	- 497k	- 450k
Reduction vs. No-Action Total VHT/day	--	- 9,350	- 8,399	- 8,058	- 7,321
<i>*Volumes (exc. No-Action) are with Wilton Center interchange in place</i>					

<b>IL-53 Truck Traffic Analysis</b>					
	<b>2040 No-Action</b>	<b>Alt. 1 Access at IL-53</b>	<b>Alt 2A-B-C Access at or near Riley</b>	<b>Alt. 2D Access at Old Chicago</b>	<b>Alt. 3 No Access</b>
Trucks/day on IL-53 between S. Arsenal and Hoff*	3,600	4,000	3,700	3,500	2,700
Reduction vs. No-Action Arterial Truck VMT/day	--	- 156k	-149k	- 145k	- 132k
Reduction vs. No-Action Total Truck VHT/day	--	-2,401	-2,288	-2,279	-2,081
<i>* Volumes (exc. No-Action) are with Wilton Center interchange in place</i>					

**Section 5** Symerton Road to Walsh Road Tier Two

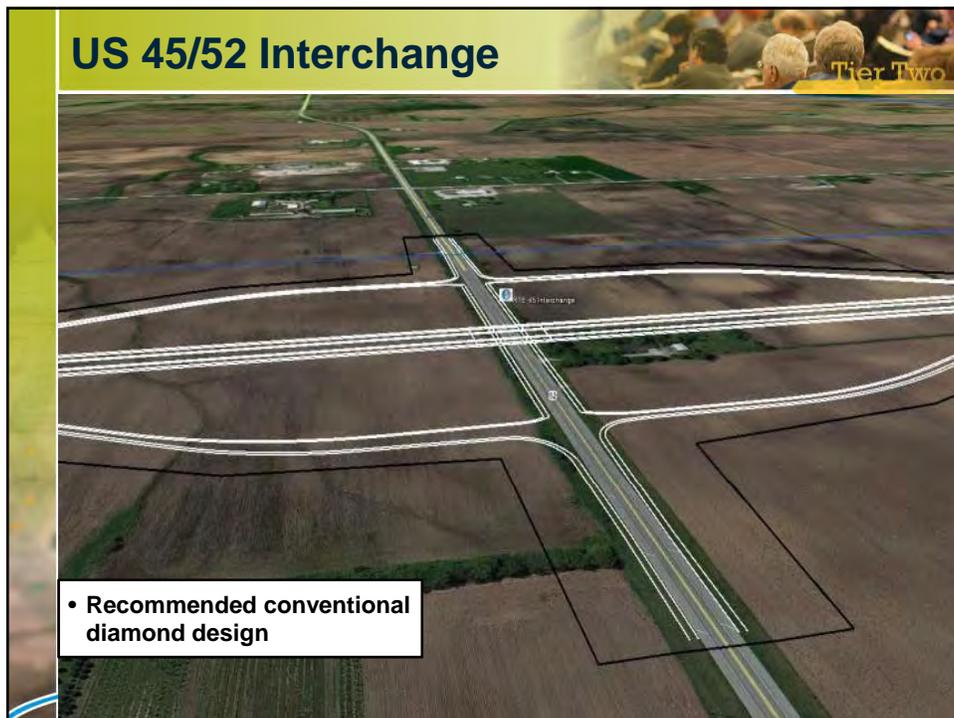
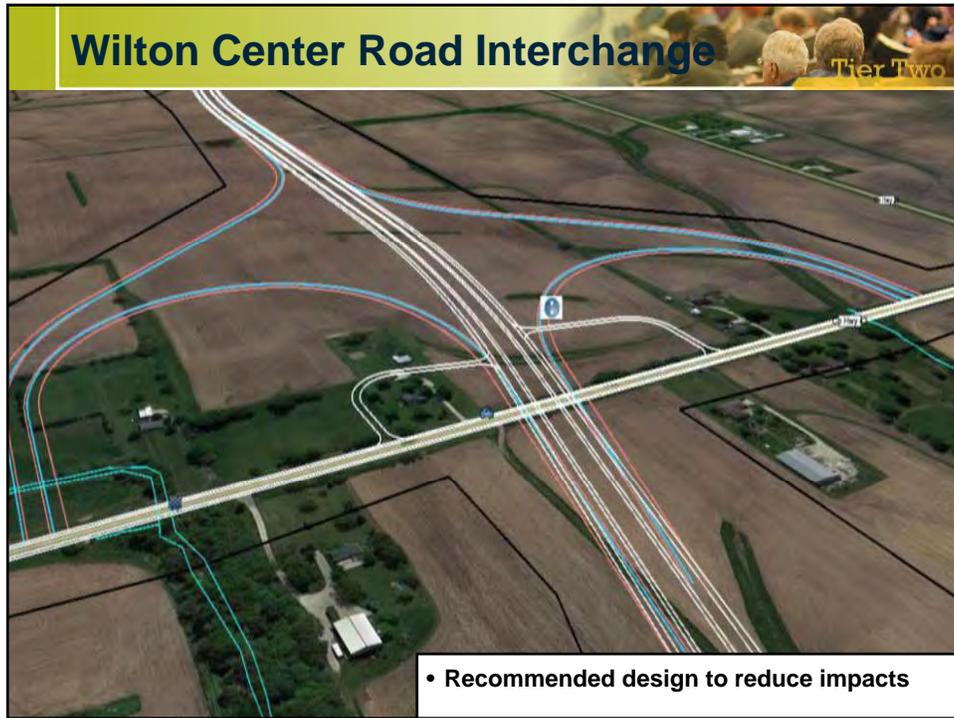
- **One recommended alternative to carry forward**
  - **Alternative 5A**

The map shows a corridor from Symerton Road to Walsh Road. A yellow shaded area represents the 'Tier One FEIS Working Alignment'. A blue box labeled 'Alternative 5A' points to a specific route within this alignment. A white box labeled 'Impacts avoided' points to a circular area near the town of Symerton. Other roads shown include Commercial St, Wilmington Rd, and Martin Lloyd Rd.

**Section 6** Walsh Rd. to Center Rd. Tier Two

- **Two recommended alternatives to carry forward:**
  - **Alternative 6A** - least impacting alternative within Corridor B3
  - **Alternative 6B** - goes outside Corridor B3 to further reduce parcel severances and stream crossings

The map shows a corridor from Walsh Road to Center Road. Two alternatives are highlighted in red: 'Alternative 6A' and 'Alternative 6B'. Annotations include: 'Improved crossing at Wilmington-Peotone Rd.' pointing to a crossing on the left; 'Diagonal severances avoided' pointing to a diagonal crossing; 'Improved stream crossing' pointing to a crossing over a stream; and 'Risk Cr.' pointing to a creek. Other roads shown include Wilson Center / O Hwy 45, Center Rd, and Peotone Rd.



### Section 7 Center Rd. to Will Center Rd. Tier Two

- One recommended alternative to carry forward:
  - Alternative 7A

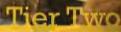
The map displays the proposed Alternative 7A alignment in blue. Key features include the IL-50 Interchange, areas of Floodplain Impacts, and areas where Building impacts are avoided. The alignment is shown relative to the Tier One FEIS Working Alignment. A callout box states: 'Avoids township building, reduces building and floodplain impacts'.

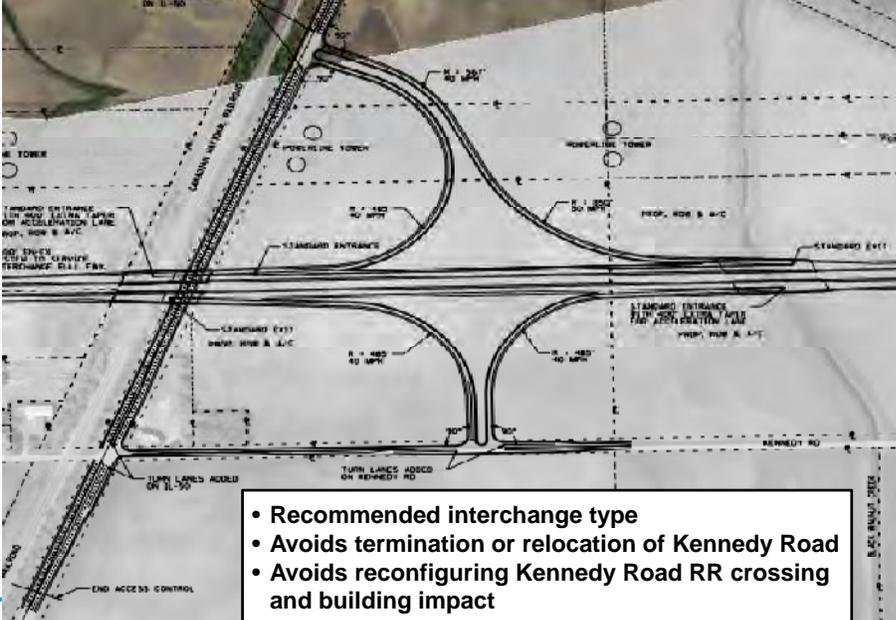
### I-57 System Interchange Tier Two

- Recommended flyover interchange type avoids wetlands and homesteads, and avoids need for reconfiguration of Peotone I-57 interchange.

An aerial rendering of a flyover interchange on I-57. The interchange is shown as a multi-level structure with flyovers, designed to avoid wetlands and homesteads. The surrounding area is a mix of agricultural fields and residential development.

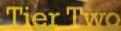
## IL-50 Interchange



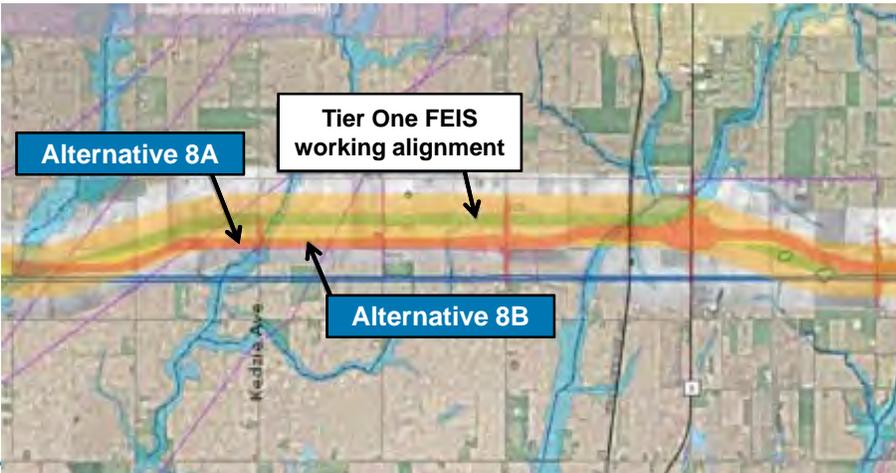


- Recommended interchange type
- Avoids termination or relocation of Kennedy Road
- Avoids reconfiguring Kennedy Road RR crossing and building impact

## Section 8 Will Center Rd. to State Line.

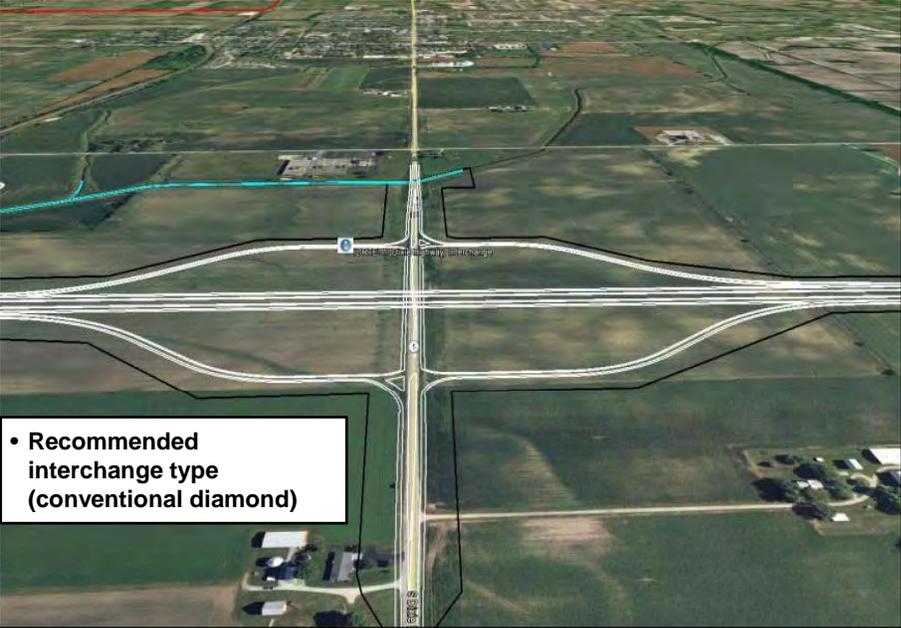


- One recommended alternative to carry forward:**
  - **Alternative 8B** based on further modifications to Alternative 8A
  - **Alternative 8A** recommended to be dismissed



### IL-1 Interchange

Tier Two

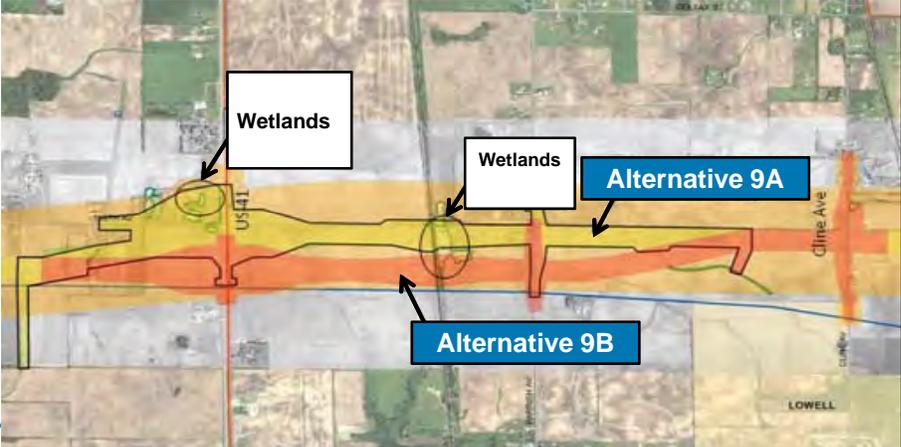


- Recommended interchange type (conventional diamond)

### Section 9 State Line to Mount St.

Tier Two

- Two recommended alternatives to carry forward:
  - Alternative 9A based on Tier 1 with modifications
  - Alternative 9B based on avoiding wetland impacts but incurs additional impacts at utilities



Wetlands

Wetlands

Alternative 9A

Alternative 9B

US 41

Cline Ave

LOWELL

### US 41 Interchange

Tier Two

- Recommended interchange type (conventional diamond)

### Section 10 Mount St. to Holtz Rd.

Tier Two

- Two recommended alternatives to carry forward:
  - Alternative 10A (reduces wetland impacts)
  - Alternative 10B (reduces forest impacts)

Existing Dam

Alternative 10B

Alternative 10A

### Section 11 Holtz Rd. to Broadway St. Tier Two

- One recommended alternative to carry forward:
  - Alternative 11A

The map displays a proposed road alignment (Alternative 11A) in yellow, overlaid on a topographic map. Key features are highlighted with callouts: 'Improved water crossing/ Reduced floodplain impacts' points to a crossing over a water body; 'Radio Tower' points to a tower structure; 'Water Bodies Avoided' points to a large pond; and 'Tier One FEIS working alignment' points to the main road path.

### SR-55 Interchange Tier Two

- Recommended interchange type (conventional diamond)

An aerial photograph of the SR-55 Interchange, showing a conventional diamond interchange design with four ramps connecting the main road to a crossroad. The surrounding area includes fields, trees, and some buildings.

### Section 12 **Broadway St. to I-65** Tier Two

- **Three recommended alternatives to carry forward:**
  - **Alternative 12A – 1** (on original Tier 1 alignment)
  - **Alternative 12B - 2A** (moved south to reduce impacts)
  - **Alternative 12C -2A** (moved further south to reduce impacts)

The map displays three proposed highway alignments from Broadway St. to I-65. Alternative 12A is shown in red, Alternative 12B-2A in yellow, and Alternative 12C-2A in purple. Callouts indicate 'Reduced property impacts' for Alternative 12A, 'Existing overpass at 153rd Ave.' near the top right, and 'Reduced forest impacts' for Alternative 12C-2A.

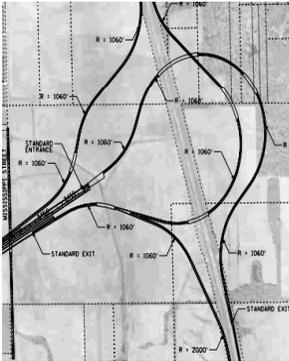
### I-65 System Interchange Tier Two

The aerial view shows a conceptual layout of an interchange where a highway crosses over I-65. A circular interchange structure is visible in the foreground. A callout box in the bottom right corner states: "• Conceptual layout (Alternative 12B – 2A shown)".

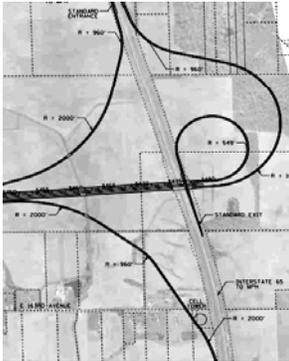
## I-65 System Interchange

Tier Two

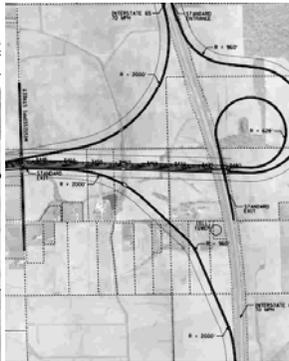




**Alternative 12 A – 1**  
Turbine interchange design



**Alternative 12 B – 2A**  
Trumpet interchange design



**Alternative 12 C - 2A**  
Trumpet interchange design

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5.3



## Impact Range Highlights

Tier Two

Resource	Tier Two Footprint Alternatives
<b>Total Area</b>	<b>4,221 – 4,704 ac</b>
<b>Wetlands</b>	<b>70.4 – 72.7 ac</b>
<b>High Quality Wetlands</b>	<b>22.4 – 23.3 ac</b>
<b>Floodplains</b>	<b>443.2 - 456.2 ac</b>
<b>Streams</b>	<b>14.7 – 15.7 mi</b>
<b>Impaired Streams</b>	<b>4.1 – 5.0 mi</b>
<b>Water Bodies</b>	<b>10.8 – 15.3 ac</b>
<b>Forest</b>	<b>157.3 – 170.6 ac</b>
<b>Farmland</b>	<b>3,008 – 3,334 ac</b>
<b>Building Displacements (total)</b>	<b>109 – 145 each</b>
<b>Residential Displacements</b>	<b>36 - 63 each</b>

## Local Road Connectivity

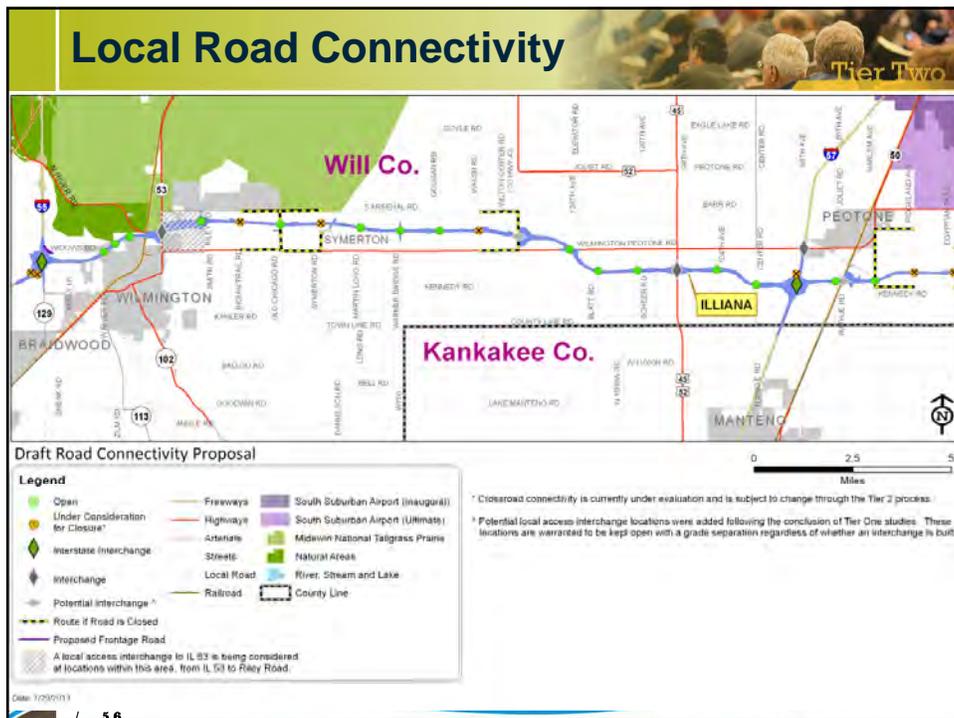


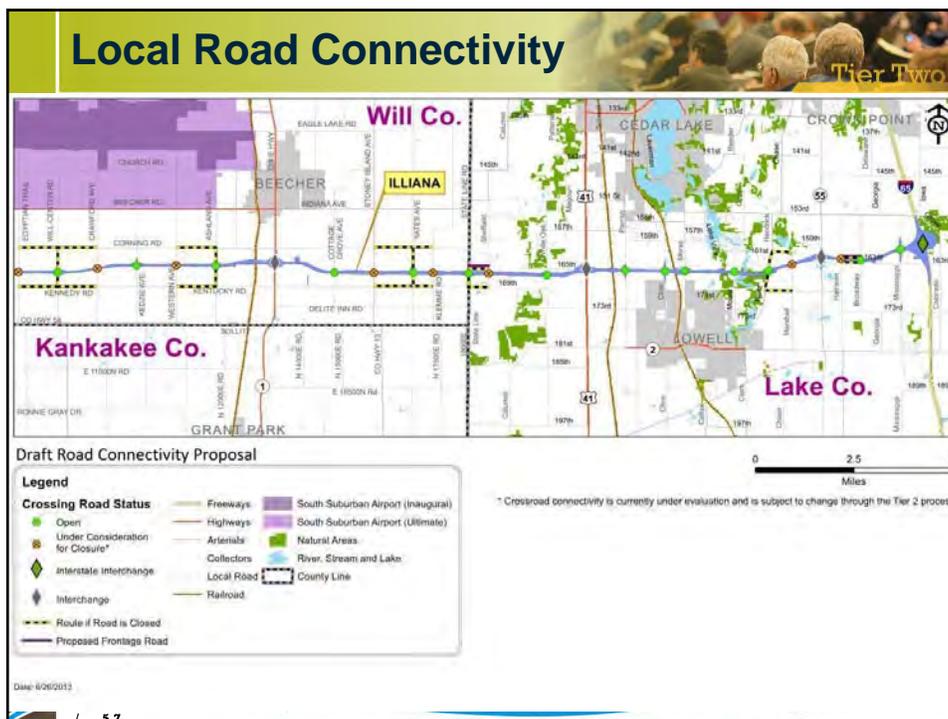


- **Economic Considerations**
- **Emergency and School Routes**
- **Landowner Access**
- **Future Land Use**
- **Coordinated Extensively with:**
  - Emergency Services
  - School Districts
  - Farm Operations
  - Local Road Agencies
  - Local Officials

**RESULT:** Cross road grade separations have been added







## Local Road Connectivity

Tier Two

### Additions to the Road Connectivity plan since CPG/TTF Meeting #2 (April)

- 17<sup>th</sup> Avenue/Martin Long Road
- Gougar Road
- 128<sup>th</sup> Avenue
- Kedzie Avenue
- Cottage Grove Avenue

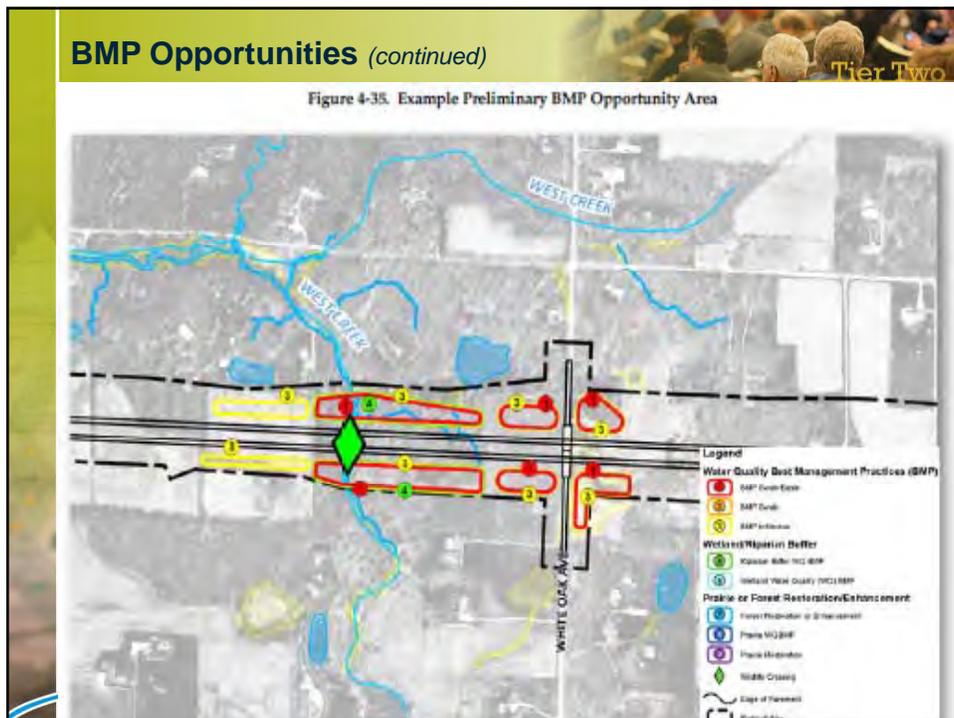
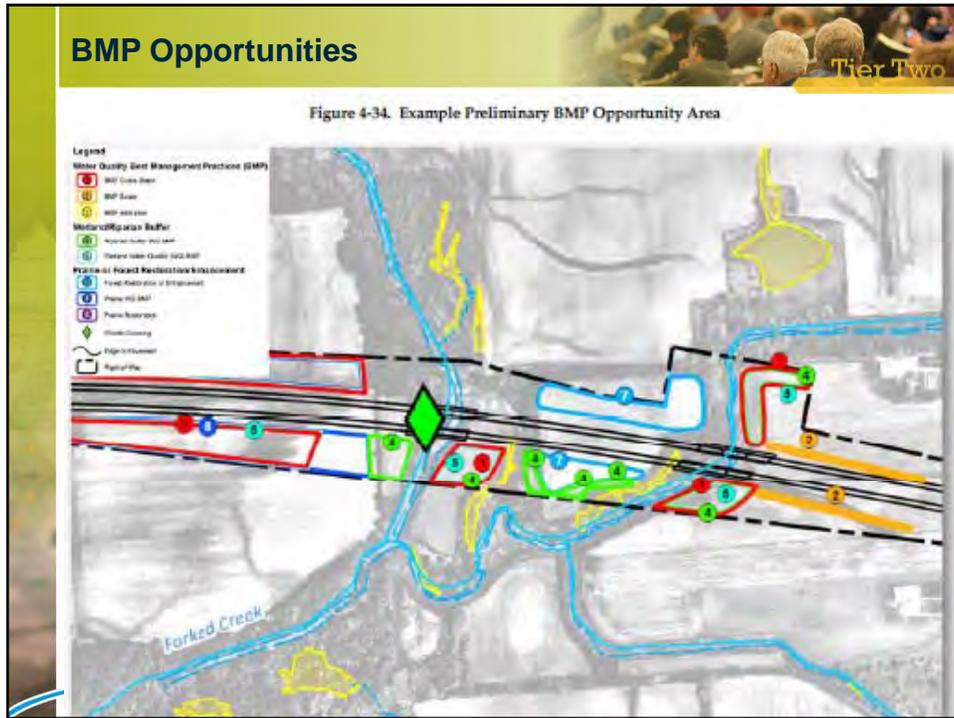
*Overall, 13 locations to be kept open due to local coordination*

*70% of all cross roads kept open*

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5.8



### Travel and Economic Benefits

Tier Two

- Job Creation
- Economic Opportunity



## No-Action Alternative

Tier Two







**Conclusion**

- Alternatives Carried Forward
  - Meet Purpose and Need
    - Travel, Safety and Economic Benefits
- Higher Impacts to the Environment as Compared to the No-Action Alternative
- In the DEIS, Sectional Alternatives will be combined into small number of Full Corridor Alternatives for evaluation
- Additional changes are possible to the alternatives presented in the DEIS

IL/IN CPG/TTF Meeting #4 / 6.6

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# Next Steps

Tier Two

Illinois Department of Transportation



### Next Steps

- Public Comment – ACFTM Comments due **September 26, 2013**
- Land surveys continue
- Geo-technical Surveys begin
- One-on-One Meetings
- MPO and Resource Agency Coordination
- DEIS release and Public Hearings – Late 2013



IL/IN CPG/TTF Meeting  
6.9

Tier Two



## Questions?

Tier Two





## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	John	Alessia	Town of Lowell	501 East Main Street	Lowell	IN	46356	townhall@townhall.lowell.net	TTF
	Jim	Allen	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL	62703	james.p.allen@dot.gov	TTF
<i>MA</i>	Michelle	Allen	FHWA - IND Div.	575 N. Pennsylvania Street Room 254	Indianapolis	IN	46204	michelle.allen@dot.gov	TTF
	Ken	Allers	Forest Preserves of the Kankakee River Valley	1301 Waldron Road	Aroma Park	IL	60910	forest@krvfpd.org	TTF
	Duane A.	Alverson, P.E.	Lake County Highway Department	1100 East Monitor Street	Crown Point	IN	46307	alverda@lakecountyin.org	CPG
	Kristin	Andersen	Metra	547 W. Jackson	Chicago	IL	60602	kandersen@metrarr.com	TTF
	Andrew	Armstrong	Environmental Law and Policy Center	35 East Wacker Drive, Suite 1600	Chicago	IL	60601	<a href="mailto:aarmstrong@elpc.org">aarmstrong@elpc.org</a>	TTF
	Andre	Ashmore	Village of Matteson	4900 Village Commons	Matteson	IL	60443	<a href="mailto:aashmore@villageofmatteson.org">aashmore@villageofmatteson.org</a>	CPG
	Donald	Babcock	NIPSCO	801 E. 86th Ave.	Merrillville	IN	46410	<a href="mailto:dlbabcock@nisource.com">dlbabcock@nisource.com</a>	TTF
	Dennis	Bachman	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL	62703	dennis.bachman@dot.gov	TTF
	Steve	Baker	Sierra Club Sauk Calumet Group	70 East Lake Street, Suite 1500	Chicago	IL	60601	<a href="mailto:sc-chair@illinois.sierraclub.org">sc-chair@illinois.sierraclub.org</a>	TTF
	Greg	Bales	Office of U.S. Senator Dick Durbin	230 S. Dearborn St., Suite 3892	Chicago	IL	60604	<a href="mailto:Greg_Bales@durbin.senate.gov">Greg_Bales@durbin.senate.gov</a>	TTF
	Jim	Baltas	Manhattan Township	12900 W. Bruns Rd.	Manhattan	IL	60442		TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
AB	Antony	Basile	Landowner	30850 S. Cedar Road	Manhattan	IL	60442		
PB	Paula	Basile	Landowner	30850 S. Cedar Road	Manhattan	IL	60442	<a href="mailto:paulapaula_60442@yahoo.com">paulapaula_60442@yahoo.com</a>	
	Robert O.	Barber	Village of Beecher	724 Penfield St.	Beecher	IL	60401	<a href="mailto:bobadm@villageofbeecher.org">bobadm@villageofbeecher.org</a>	TTF
	Spero	Batistatos	South Shore Convention & Visitors Authority	7770 Corinne Drive	Hammond	IN	46323	<a href="mailto:spero@southshorecva.com">spero@southshorecva.com</a>	TTF
	Leesa	Beal	U.S. Army Corps of Engineers - Chicago	111 North Canal St.	Chicago	IL	60606-7206	<a href="mailto:Leesa.beal@usace.army.mil">Leesa.beal@usace.army.mil</a>	TTF
	Wayne	Belden	Lake County Farm Bureau	5061 North U.S. Hwy. 231	Rensselaer	IN	47978	<a href="mailto:wbelden@infarmbureau.org">wbelden@infarmbureau.org</a>	TTF
	Jim	Bilotta	<del>Will County Board Public Works and Transportation</del>	<del>302 N. Chicago Street</del>	<del>Joliet</del>	<del>IL</del>	<del>60432</del>	<a href="mailto:jim@jimbilotta.com">jim@jimbilotta.com</a>	TTF
	Randy	Blankenhorn	Chicago Metropolitan Agency for Planning	233 South Wacker Drive, Suite 800	Chicago	IL	60606	<a href="mailto:rblankenhorn@cmap.illinois.gov">rblankenhorn@cmap.illinois.gov</a>	CPG
	Anthony	Blum	Tower Contracting						
	Michael	Bolton	PACE	550 W. Algonquin Road	Arlington Heights	IL	60005	<a href="mailto:michael.bolton@pacebus.com">michael.bolton@pacebus.com</a>	TTF
	William	Borgo	Village of Manhattan	245 S. State Street	Manhattan	IL	60442	<a href="mailto:mayor@villageofmanhattan.org">mayor@villageofmanhattan.org</a>	CPG
	Michael	Bossert	Kankakee County	189 E. Court Street	Kankakee	IL	60901	<a href="mailto:mbossert@k3county.net">mbossert@k3county.net</a>	CPG
	Max	Bosso	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL	60421	<a href="mailto:max.bosso@villageofelwood.com">max.bosso@villageofelwood.com</a>	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Rollie	Brauer	Winfield Township	10645 Randolph	Winfield	IN 46307	rollie@winfieldtwp.com	TTF
	Timothy	Brown	Northwest Indiana Regional Bus Authority	6100 Southport Road	Portage	IN 46368	tbrown@rba-nwi.org	TTF
	<del>Scott</del> William	<del>WEBER</del> Brown	NIRPC	6100 Southport Road	Portage	IN 46368	<del>webster</del> wbrown@nirpc.org	TTF
	Bennie	Bruinius	F.L.P	7623 W. Stuenkel	Frankfurt	IL 60423	bdbruiniusl@aol.com	TTF
	Matt	Buffington	Indiana DNR Division of Fish and Wildlife	402 W. Washington St. RM W273	Indianapolis	IN 46204	mbuffington@dnr.IN.gov	TTF
	Paul	Buss	Jackson Township	18750 Breen Road	Elwood	IL 60421	jacksontownship@aol.com	TTF
	Brian	Cann	Will Township	29605 S. Ridgeland Ave.	Peotone	IL 60468	cannbrianl@airbaud.net	TTF
	David	Cann	Peotone Township	8212 W. Kennedy Rd. 7408 Constitution	Peotone	IL 60468	d.cann@comcast.net towncouncil@peoplepc.com;	TTF
	Robert H.	Carnahan	Town of Cedar Lake	Avenue	Cedar Lake	IN 46303	towncouncil1@att.net	TTF
	Kathy	Chernich	U. S. Army Corps of Engineers Chicago District	111 North Canal Street, Suite 600	Chicago	IL 60606-7206	kathy.g.chernich@usace.army.mil	TTF
	Lynnette	Ciavarella	METRA	547 West Jackson Blvd.	Chicago	IL 60661	lciavare@metrarr.com	TTF
	Shawn	Cirton	U.S. Fish & Wildlife Service	1250 S. Grove Avenue, Suite 103	Barrington	IL 60010	shawn_cirton@fws.gov	TTF
	Louise	Clemency	U.S. Department of the Interior	1250 S. Grove Ave., Suite 103	Barrington	IL 60606	Louise_Clemency@fws.gov	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Alexander	Clifford	Metra	547 W. Jackson Blvd	Chicago	IL 60661	<a href="mailto:aclifford@metrarr.com">aclifford@metrarr.com</a>	TTF
	Chris	Clott	University of St. Francis	500 Wilcox Ave.	Joliet	IL 60435	<a href="mailto:cclott@stfrancis.edu">cclott@stfrancis.edu</a>	TTF
	Martha	Coakley	President of Lake Dalecarlia Property	4665 Main Street	Lowell	IN 46356	<a href="mailto:willmar1940@hotmail.com">willmar1940@hotmail.com</a>	TTF
	Joe	Cook	Village of Channahon	24555 S. Navajo Drive	Channahon	IL 60410	<a href="mailto:jcook@channahon.org">jcook@channahon.org</a>	CPG
	Barry	Cooper	Federal Aviation Administration	2300 East Devon Avenue	Des Plaines	IL 60018	<a href="mailto:barry.cooper@faa.gov">barry.cooper@faa.gov</a>	TTF
<i>E.C.</i>	Edgar	Corns	Lowell Town Councilman	1314 Southwood Drive	Lowell	IL 46356	<a href="mailto:edcorns@netnitco.com">edcorns@netnitco.com</a>	CPG
<i>D.C.</i>	Darlene	Corns	Town of Lowell	1315 Southwood Drive	Lowell	IL 46356	<a href="mailto:edcorns@netnitco.com">edcorns@netnitco.com</a>	CPG
	Joseph	Costello	RTA	175 W. Jackson Blvd., Suite 1650	Chicago	IL 60604	<a href="mailto:CostelloJ@rtachicago.org">CostelloJ@rtachicago.org</a>	TTF
	Vivian	Covington	Village of University Park	4 Town Center	University Park	IL 60484	<a href="mailto:vcovington@university-park-il.com">vcovington@university-park-il.com</a>	CPG
	Wilbur	Cox	Town of Lowell	501 E. Main Street	Lowell	IL 46356	<a href="mailto:docd@lowell.net">docd@lowell.net</a>	TTF
<i>RICHARD</i>	<del>Gerald</del>	<del>MOST</del> Gurran	Crete Township	1367 Wood Street	Crete	IL 60417	<a href="mailto:twpcrete@aol.com">twpcrete@aol.com</a>	TTF
	Alice	Dahl	Cedar Creek Township	151 Fremont St.	Lowell	IN 46356	<a href="mailto:cedarcreektwp1@yahoo.com">cedarcreektwp1@yahoo.com</a>	TTF
<i>AD</i>	Alan	Darr,	Village of Symerton	18347 W. South St.	Wilmington	IL 60481	<a href="mailto:adarr1@live.com">adarr1@live.com</a>	CPG



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	John	Davis	Indiana Department of Natural Resources	402 W. Washington Street	Indianapolis	IN 46204	jdavis@dnr.in.gov	TTF
	Trevor	Davis	University Park	70012 Oregon Trail	Olympia Fields	IL 60461		TTF
	Bola	Delano	Illinois Department of Transportation	100 W Randolph	Chicago	IL 60601	bola.delano@illinois.gov	TTF
X	Donna	Dettbarn	Monee Township	26121 Egyptian Trail	Monee	IL 60449	moneetownship@aol.com	TTF
	David	Deutsche	Monee Township	P. O. Box 74	Monee	IL 60449	notillfarmer47@aol.com	TTF
	Mary Ann	Deutsche	Will County Farm Bureau	3914 W. Ohlendorf	Monee	IL 60449	mompolitic@aol.com	TTF
	Keith	Diszno	Cedar Lake		Cedar Lake	IN 46303		TTF
	John	Dixon	Reed Township	630 W. First Street	Braidwood	IL 60408	reedtownshipwy@sbcglobal.net	TTF
	Neil	Doyle	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL 60523	ndoyle@centerpoint-prop.com	TTF
GD	Colin	Duesing	Will County Land Use	58 E Clinton	Joliet	IL 60543	planning@willcountylanduse.com	TTF
	Richard	Duran	Village of Peotone	208 E. Main Street	Peotone	IL 60468	mayor@villageofpeotone.com	CPG
	Thomas J.	Durkin	Village of Crete	524 W. Exchange Street	Crete	IL 60417	tdurkin@villageofcrete.org	TTF
	Michael	Einhorn	Village of Crete	524 W. Exchange Street	Crete	IL 60417	meinhorn@villageofcrete.org	CPG



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
JL	Joe	Exl	NIRPC	6100 Southport Road	Portage	IN	46368	jexl@nirpc.org	TTF
PF	Peter	Fahrenwald	Regional Transportation Authority	175 W. Jackson Blvd	Chicago	IL	60604	fahrenwaldp@rtachicago.org	TTF
	Joe	Fetcho	Yellowhead Township	113 E. Curtis Street	Grant Park	IL	60940	jcfetcho@aol.com	TTF
	Howard	Fink	Town of Merrillville	7820 Broadway	Merrillville	IN	46410	hfink@merrillville.in.gov	TTF
	Bud	Fleming	South Suburban Mayors and Mangers	1904 W. 174th Street	East Hazel Crest	IL	60429	bud.fleming@ssmma.org	TTF
	Jerry	Flick	Sumner Township	10307 E. 9000 N. Road	Grant Park	IL	60940	jjflick@sbcglobal.net	TTF
	Mike	Forbes	Town of St. John	10955 W. 93rd Avenue	St. John	IN	46373	forbesmike@yahoo.com	CPG
	Victor	Frahm	Grant Park Historical Society	PO Box 2	Grant Park	IL	60490		TTF
	Bruce	Friefeld	Will County Board	302 N. Chicago St.	Joliet	IL	60432	bfriefeld@willcountyllinois.com	TTF
	Matt	Fritz	Village of Coal City	515 S. Broadway	Coal City	IL	60416	mfritz@coalcity-il.com	TTF
	Tom	Giarrante	City of Joliet	150 West Jefferson Street	Joliet	IL	60432	tom@tg4joliet.com	CPG
	Jim	Giblin	Great Lakes Basin Team						
	Marian	Gibson	Village of Manhattan	245 S. State Street	Manhattan	IL	60442	mgibson@villageofmanhattan.org	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Eric	Gilbert	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL 60523	egilbert@centerpoint-prop.com	TTF
	Harry	Gilmore	Robinson Engineering	10045 W. Lincoln Highway	Frankfort	IL 60423	hgilmore@rectd.com	TTF
	James A.	Glass, PhD	Indiana Department of Natural	402 W. Washington Street	Indianapolis	IN 46204	jglass@dnr.in.gov	TTF
✓	Tim	Good	Forest Preserve District of Will County	17540 W. Laraway Road	Joliet	IL 60433	tgood@fpdwc.org	TTF
	Lee	Goodson	Office of State Representative Tom Cross	24047 Lockport Street	Plainfield	IL 60544	goodsonl@housegopmail.state.il.us	CPG
	Tom	Goralczyk	Town of Merrillville	7820 Broadway Avenue	Merrillville	IN 46410	tgoralczyk@merrillville.in.gov	CPG
	Bruce	Gould, P.E.	Will County Highway Department	16841 W. Laraway Road	Joliet	IL 60433	bgould@willcountyiillinois.com	CPG
✓	Tony	Graff	City of Wilmington	1165 S. Water Street	Wilmington	IL 60481	tgraff@wilmington-il.com	TTF
	Lora	Grant	Reed Township	440 N. Division St.	Braidwood	IL 60408		TTF
✓	George	Gray	Village of Peotone	208 E. Main Street	Peotone	IL 60468	admin@villageofpeotone.com	CPG
	Reggie	Greenwood	Chicago Southland Economic Development	1904 W. 174th Street	East Hazel Crest	IL 60429	reggie.greenwood@chicagosouthlandedc.org	TTF
X	John	Greuling	Will County Center for Economic Development	116 N. Chicago St., Ste. 101	Joliet	IL 60432	john.greuling@willcountyced.com	TTF
	Jeremy	Grey	Centerpoint Properties	1808 Swift Drive	Oakbrook	IL 60523	jgrey@centerpoint-prop.com	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Milan	Grozdanich	Lake County Economic Development	2293 North Main Street	Crown Point	IN	46307	info@lakecountyin.com	TTF
X	Lou	Haasis	FHWA - IND Div.	575 Pennsylvania St.	Indianapolis	IN	46204	lou.haasis@dot.gov	TTF
	John	Hack	Peotone Township	PO BOX 163	Peotone	IL	60468	jhptwp@yahoo.com	TTF
	Kevin	Hack							Resident
	Denise	Hack							Resident
JH	James	Hadrys	Florence Township	30860 Indian Trail Road	Wilmington	IL	60481	flotwp@air-wans.com	TTF
	Rick	Hall	Custer Township	36005 Ohlhues Rd	Wilmington	IL	60481	RHall94680@aol.com	TTF
	Rick	Hall	Custer Township	36005 Ohlhues Rd	Wilmington	IL	60481	RHall94680@aol.com	TTF
	Soren	Hall				IL	00000	soren.g.hall@usace.army.mil	TTF
	Bruce	Hamann	Will Township	30317 S. Will-Center Road	Peotone	IL	60468		TTF
	Steve	Hamer	Illinois Department of Natural Resources	One Natural Resources Way	Springfield	IL	62702-1271	Steve.Hamer@illinois.gov	TTF
	Dottie	Hancock	Eaton & Hancock Associates	2066 Oldfields Circle	Indianapolis	IN	46228	dottie@eaton-hancock.com	TTF
	Gerald	Hanas	Northern Indiana Commuter Transportation	33 East U.S. Highway 12	Chesterton	IN	46304	gerald.hanas@nicted.com	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
ACH	Alicia	Hanlon	Will County	302 N Chicago St	Joliet	IL 60432	ahanlon@willcountyillinois.com	CPG
	Amy	Hanson	Federal Aviation Administration	2300 E. Devon	Des Plaines	IL 60101	amy.hanson@faa.gov	TTF
	Glenn	Harris	FHWA		Matteson	IL 60443	glennharris@dot.gov	TTF
VBH	Bruce	Hartman	University of St. Francis	500 Wilcox St	Joliet	IL 60435	bruce@ahartman.net	TTF
	Andrew	Hawkins	Forest Preserve District of Will County	17540 W. Laraway Road	Joliet	IL 60433	ahawkins@fpdwc.org	TTF
	Douglas	Hayes	Ridge Property Trust	8430 W. Bryn Mawr Avenue	Chicago	IL 60631	dhayes@rptrust.com	TTF
WHH	Gerald	Heinrich	Midewin Tallgrass Prairie Alliance	1770 S. Vista Drive	Wilmington,	IL 60481	g.heinrich@sbcglobal.net	TTF
	Tim	Hennessey	Consulting4Biz	PO Box 251	Springfield	IL 62705	tim@consulting4biz.com	TTF
	Rich	Herr	NIRPC	2608 Linden Dr.	Valparaiso	IN 00000	rherr@ravensfeather.com	TTF
	David	Hinderliter	Kankakee Regional Chamber of Commerce	1137 E 5000 N Rd	Bourbonnais	IL 60914	david@kankakee.org	TTF
	Mike	Hine	Federal Highway Administration	3250 Executive Park Drive	Springfield	IL 62703	mike.hine@dot.gov	TTF
	Katie	Holderby	South Shore Convention and Visitor	7770 Corinne Drive	Hammond	IN 46323	katie@southshorecva.com	TTF
	James	Homa	Village of Braceville	102 W. Main St.	Braceville	IL 60407	villageofbraceville@mchsi.com	CPG



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
RH	Robert	Hombres	Midewin	30239 S. State Route 53	Wilmington	IL	60481	rhombres@fs.fed.us	TTF
	Mary	Honer	Midewin National Tallgrass Prairie	30239 S. State Route 53	Wilmington	IL	60481	mhoner@fs.fed.us	TTF
	Robert	Howard	Washington Township	30200 Town Center Rd.	Beecher	IL	60401	rhowardsup@yahoo.com	TTF
	Eman	Ibrahim	NIRPC	6101 Southport Road	Portage	IN	46369	eibrahim@nirpc.org	TTF
SJ	Seth	Jansen	Office of Congressman Kinzinger		Joliet	IL	60435	seth.jansen@mail.house.gov	CPG



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Mike	Jarigese	Tower Contracting					
	Daniel	Jay	Wesley Township	34207 S. Rivals Rd.	Wilmington	IL 60481		TTF
<i>CRJ</i>	Charles	Johnson	Local 150			IL 46316	cjohnson@local150.org	TTF
	Rick	Jones, PhD	Indiana Department of Natural	402 W. Washington St.	Indianapolis	IN 46204	rjones@dnr.in.gov	TTF
	Ray	Kasmak	Building Trades	7200 Mississippi		IN 46410		TTF
	Tom	Keithley	Lake County Farm Bureau	13708 Belshaw Rd.	Lowell	IN 46356	rcoon74@hotmail.com	TTF
	Ray	Kerkstra	R & L Carriers	24830 Derby Lane	Monee	IL 60449	raykerkstra@comcast.net	TTF
	Teresa	Kernc	Village of Diamond	1750 E. Division	Diamond	IL 60416	mayor@diamond.illinois.gov	CPG
	Jesse	Kharbanda	Hoosier Environmental Council	3951 N. Meridian, Suite 100	Indianapolis	IN 46208	jkharbanda@hecweb.org	TTF
	Stephen	Kil	Town of St. John	10955 W. 93rd Avenue	St. John	IN 46373	stevekil.tm@stjohnin.com	TTF
	Todd	Koehn	Office of State Representative Pam Roth	P.O. Box 825	Morris	IL 60450	pamrothd75@gmail.com	CPG
<i>A</i>	Don	Kopec	Chicago Metropolitan Agency for Planning	233 S Wacker	Chicago	IL 60606	dkopec@cmap.illinois.gov	TTF
	Ned	Kovachevich	Lake County Plan Commission	2293 N. Main Street	Crown Point	IN 46307	bytnaal@lakecountyin.org	TTF



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Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	David	Kralik	Metra	547 W. Jackson Blvd.	Chicago	IL	60661	dkralik@metrarr.com	TTF
	Philip	Kuiper	Town of Lowell	501 E. Main Street	Lowell	IN	46357	townhall@townhall.lowell.net	CPG
	Rich	Kula	Federal Aviation Administration	2300 East Devon	Des Plaines	IL	60018	Richard.Kula@faa.gov	TTF
	Christine	Kupkowski, P.E.	Will County Highway Department	16841 W. Laraway Road	Joliet	IL	60433	ckupkowski@willcountyiillinois.com	TTF
	Rick	Kwasneski	Joliet Arsenal Redevelopment Authority	3180 Theodore Street, Suite 103	Joliet	IL	60435	rkwasneski@jada.org	TTF
	Paul	Kwiatkowski	Will Township Trustee	4708 W. County Line	Grant Park	IL	60940	wgiey@aol.com      w9iey@aol.com	CPG
	Kristi	Lafleur	Illinois Tollway	2700 Ogden Ave.	Downers Grove	IL	60515	klafleur@getipass.com	TTF
W	Michael	Lammey	Kankakee County	189 E. Court St., Room 201	Kankakee	IL	60901	mlammey@k3county.net	CPG
	Robert	Lardi	Wilmington Township	29929 S. Kavanaugh Rd.	Wilmington	IL	60481	sally1231@aol.com	TTF
	Virginia	Laszewski	NEPA Region 5 Enforcement and	77 W. Jackson Blvd	Chicago	IL	60604	laszewski.virginia@epa.gov	TTF
	Paul	Lawrisuk							Resident
	Steve	Lazzara	Will County Land Use Department	58 E. Clinton	Joliet	IL	60435	slazzara@willcountylanduse.com	TTF
	Howard	Learner	Environmental Law and Policy Center	35 E. Wacker Dr., Ste. 1300	Chicago	IL	60601	hlearner@elpc.org	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Paul	Leffler	U.S. Army Corps of Engineers - Chicago	111 N. Canal St.	Chicago	IL 60602	Paul.M.Leffler@usace.army.mil	TTF
	Bill	Lenski	Regional Transportation Authority	175 W. Jackson Blvd	Chicago	IL 60604	lenskiw@rtachicago.org	TTF
ASL	Adam	Lintner	Illinois Tollway	2700 Ogden Avenue	Downers Grove	IL 60515	alintner@getipass.com	TTF
X	Paul	Lohmann	Village of Beecher	724 Penfield St.	Beecher	IL 60401	plohmann@villageofbeecher.org	CPG
WBL	Bill	Long	Florence Township	16882 W. Arsenal Rd	Wilmington	IL 60481		CPG
	Mitchell	Lopez	Hanover Township	9810 W. 136th Lane	Cedar Lake	IN 46303	hanovertownshiptrustee@hotmail.com	TTF
RR	Richard	Ludlow	Town of Schneider	P.O. Box 284	Schneider	IN 46376	rludlow@mchsi.com	TTF
	Kathy	Luther	NIRPC			IN 46323	kluther@nirpc.org	TTF
	Mark	Maassel	Northwestern Indiana Forum	6100 Southport Road	Portage	IN 46368	mtmaassel@nwforum.org	TTF
	Nicki	Mackowski	South Shore Convention and Visitor	7770 Corinne Drive	Hammond	IN 46323	nicki@southshorecva.com	TTF
	Eileen	Majda	Village of Matteson	4900 Village Commons	Matteson	IL 60443	emajda@villageofmatteson.org	TTF
	George	Malis	Sierra Club	287 S. 540 W	Hebron	IN 46341	gm.dunelands@yahoo.com	TTF
	James	Mandon	Engineer - Town of Lowell		Lowell	IN	jmandon@msn.com	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Robert	Massat	Green Garden Township	8608 Stuenkel Road	Frankfort	IL 60423	dianamassat@sbcglobal.net	TTF
<i>ESM</i>	Elizabeth	McCloskey	U.S. Fish and Wildlife Service	P.O. Box 2616	Chesterton	IN 46304	elizabeth_mccloskey@fws.gov	TTF
	Mike	Mcintire	West Creek Town	21402 Chestnut	Lowell	IN 46356		TTF
	Jody	Melton	Kankakee River Basin Development Commission	6100 Southport Road	Portage	IN 46368	jmelton@nirpc.org	TTF
	Fred	Meyer	Village of Grant Park	106 West Taylor Street	Grant Park	IL 60940	villageofgrantpark@att.net	CPG
	Jerry	Meyer	Washington Township	30200 Town Center Road	Beecher	IL 60401	washingtontwp@hotmail.com	TTF
	Ronald	Meyer	Manteno Township	1030 Boudreau Road	Manteno	IL 60950		TTF
	Tris	Miles	City of Crown Point	101 N. East St.		IN 46307	tmiles@crownpoint.in.gov	CPG
	Chad	Miller	Kankakee County Farm Bureau	1605 W Court St	Kankakee	IL 60901-3200	kankfb@sbcglobal.net	TTF
	Martin	Monahan	Citizen-Retired Highway Engineer	18743 Juhlin Drive	Homewood	IL 60430	MartinM524@aol.com	TTF
<i>dm</i>	Don	Moran	Will County Board (District Three)	689 Meadowdale Dr.	Romeoville	IL 60446	donmoran2@gmail.com	CPG
	Richard	Moran	Rockville Township	11505 North 3500 West Rd.	Manteno	IL 60950		TTF
<i>S</i>	Seth	Morgan	Pace Suburban Bus	550 W. Algonquin Road	Arlington Heights	IL 60005	seth.morgan@pacebus.com	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Leigh	Morris	Indiana Economic Development Corporation			IN 00000	Lemorris@iedc.in.gov	TTF
	James	Morrow	Eagle Creek Township	8305 East 173rd Avenue	Hebron	IN 46341		TTF
	Jim	Moustis	Will County	302 N. Chicago Street	Joliet	IL 60432	jgmoustis@yahoo.com	CPG
	Gary	Mueller	Green Garden Township	10301 W Prairie Schooner Dr	Frankfort	IL 60423	gmue29@aol.com	TTF
	Alan	Mundt	Wilton Township	29249 S. Elevator Rd.	Manhattan	IL 60442	snowbird4850@aol.com	TTF
	Don	Murday	Green Garden Township			IL 00000	dmurday@cmn-law.com	TTF
	David	Murtaugh	Regional Director Northwest Indiana -	11035 Broadway	Crown Point	IN 46307	david_murtaugh@coats.senate.gov	CPG
X	Pat	Mussman	West Creek Township	11820 West 185th Avenue	Lowell	IN 46505	wctpcts1-5@att.net	CPG
X	Harold	Mussman, Jr	West Creek Township	11821 West 185th Avenue	Lowell	IN 46506	wctpcts1-5@att.net	CPG
	Kay	Nelson	NWI Forum	6100 Southport	Portage	IN 46368	knelson@nwiforum.org	TTF
X	Marc	Nelson	Village of Manhattan	245 S State Street	Manhattan	IL 60442	mnelson@villageofmanhattan.org	TTF
	Neal	Nelson	Village of Coal City	515 S. Broadway	Coal City	IL 60416	nnelson@coalcity-il.com	CPG
	Joyce	Newland	Federal Highway Administration	575 North Pennsylvania Street	Indianapolis	IN 46204	Jnewland@dot.gov	TTF



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Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Ian	Nicolini	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN 46303	ian.nicolini@cedarlakein.org	TTF
	Rick	Niemeyer	Lake County Council	2293 N Main Street	Crown Point	IN 46307		TTF
	Randell	Niemeyer	Town of Cedar Lake	7408 Constitution Avenue	Cedar Lake	IN 46303	randy.niemeyer@cedarlakein.org	CPG
	Doug	Niksch	Town of Lowell	5524 W. 173rd	Lowell	IN 46356	niksch@comcast.net	TTF
	Timothy	Nugent	Village of Manteno	98 E. 3rd Street	Manteno	IL 60950	information@villageofmanteno.com	CPG
X	Ray	Nugent, Jr.	Wilton Township	29430 S. Quigley Road	Manhattan	IL 60442	rnugentjr@aol.com	CPG
	Tara	Orbon	Baxter & Woodman	15629 Larkspur Lane	Orland Park	IL 60462	<a href="mailto:torbon@baxwood.com">torbon@baxwood.com</a>	CPG
	William	Offerman	Village of Elwood	401 E. Mississippi Avenue	Elwood	IL 60421	mayor.offerman@villageofelwood.com	CPG
Hof	Hugh	O'Hara	Will County Governmental League	3180 Theodore Street	Joliet	IL 60435	hugh.ohara@wcgl.org	TTF
	Larry	Ohm	Sumner Township	5277 E. 7000 N. Road	Manteno	IL 60950		TTF
W.A.Q.	Bill	Olthoff	Kankakee County Board	4503 E. 3000 N. Road	Bourbonnais	IL 60914	olthoffwm@daca.net	TTF
	Marty	Orr	City of Wilmington	1165 S. Water Street	Wilmington	IL 60481	morr@wilmington-il.com	CPG
	Ed	Pacchetti	Village of Carbon Hill	695 North Holcomb St.	Carbon Hill	IL 60416	thepacchettis@sbcglobal.net	CPG



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	Edward	Paesel	South Suburban Mayors and Mangers						
	Randy	Palmateer	Northwestern Indiana Building & Construction	Hammond	IN	46323	btpalmateer@aol.com	TTF	
	Nick	Palmer	Will County Executive	302 N. Chicago	Joliet	IL	60432	npalmer@willcountyillinois.com	TTF
ED	Donald	Parker	Town of Lowell	17334 Castle Brook	Lowell	IN	46356	deparker115@gmail.com	TTF
FP	Frank	Patton	Union League Construction	65 W Jackson	Chicago	IL	60614	frankp414@gmail.com	TTF
	Dewey	Pearman	Advancement Foundation	6050 Southport Rd., Suite A	Portage	IN	46368	dewey@cafnwin.org	TTF
EP	Elizabeth	Pelloso	U.S. Environmental Protection Agency	77 W. Jackson Blvd. (E-19J)	Chicago	IL	60604	pelloso.elizabeth@epa.gov	TTF
	Marta	Perales	IL MPO	235 S. Wacker	Chicago	IL	60606	marta@ilmpo.org	TTF
	Sue	Peterson	Town of Lowell	501 East Main Street	Lowell	IN	46356	townadministrator@lowell.net	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Leslie	Phemister	Active Transportation Alliance	9 West Hubbard Street	Chicago	IL 60654	leslie@activetrans.org	TTF
	Bob	Philpot	Lowell Town Councilman	501 East Main Street PO Box 157	Lowell	IN 46356	cte.robert.bob.philpot@gmail.com	CPG
	Jim	Piekarczyk, P.E.	Kankakee County	189 E. Court Street	Kankakee	IL 60901	jpiekarczyk@co.kankakee.il.us	CPG
	Matt	Pierce	Toll Road Concession Company	52551 Ash Road	Granger	IN 46530		TTF
	Keith	Pizlro	Town of Cedar Lake			IL 46305		TTF
	Greg	Quartucci	Cardno JFNew			IL 00000	Greg.quartucci@cardno.com	TTF
	Steven	Quigley	Will County Governmental League	3180 Theodore Street, Suite 103	Joliet	IL 60435	steve.quigley@wcgl.org	TTF
	William	Quigley	Florence Township	16882 W. Arsenal Road	Wilmington	IL 60481	wquigley56@yahoo.com	TTF
	Tony	Recupito	Crete Township	25405 South State Street	Crete	IL 60417	arecupito@cretetownship.com	TTF
	Jerry	Rice	Rockville Township	6076 W. 11000 N. Road	Manteno	IL 60950	djrice42@att.net	TTF
	Jeremy	Roberts	Yellowhead Township	313 S. Meadows Street	Grant Park	IL 60940	yellowheadroad@att.net	TTF
	Joseph	Rodawold	Wesley Township	17292 W. Ballou Road	Wilmington	IL 60481		TTF
	T.J.	Ross	PACE	550 W. Algonquin Rd.	Arlington Heights	IL 60005	T.J.Ross@Pacebus.com	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
GR	Greg	Ruddy	City of Joliet	921 East Washington	Joliet	IL 60433	gruddy@jolietcity.org	TTF
	Bill	Rulien	City of Braidwood	141 W. Main St.	Braidwood	IL 60408	pmcguire@braidwood.us	CPG
	Lorin	Schab	Midewin Alliance Board Member			IL 00000	llschab44@yahoo.com	TTF
	Gerry	Scheub	Lake County	2293 N. Main Street	Crown Point	IN 46307	scheugj@lakecountyin.org	CPG
	Mark	Schneidewind	Will County Farm Bureau	100 Manhattan Rd	Joliet	IL 60433-2761	wcfb@willcfb.com	TTF
	George	Schoenbeck		12952 Red Oak Court	Homer Glen	IL 60491		TTF
	Mike	Scholefield	Chicago Southland Economic Development	1904 W 174th	East Hazel Crest	IL 60429	250mjs@comcast.net	TTF
	Elizabeth	Schuh	CMAP	233 South Wacker Drive	Chicago	IL 60606	eschuh@cmapp.illinois.gov	
	Kyle	Schuhmacher	Ketone Partners			IL 00000	kschuhmacher@ketonepartners.com	TTF
	Ralph	Schultz	Forest Preserve District of Will County	17540 W. Laraway Road	Joliet	IL 60433	rschultz@fpdwc.org	TTF
	Don	Seehausen	Crete - Candidate				donseehausen@gmail.com	
	Susan	Shea	Illinois Division of Aeronautics	1 Langhorne Bond Drive	Springfield	IL 62707	susan.shea@illinois.gov	TTF
	Rick	Short	US Forest Service	30239 S. State Route 53	Wilmington	IL 60481	rshort@fs.fed.us	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address				Email Address	Group
	Joseph	Shudick	Ross Township	24 W. 73rd Ave.	Merrillville	IN	46410		TTF
Ky	Kevin	Sing	Village of manhattan	245 S. State Street	Manhattan	IL	60442	<a href="mailto:sing@VillageOfManhattan.org">sing@VillageOfManhattan.org</a>	CPG
	Delbert	Skimerhorn	K3 County Planning	189 E Court Street	Kankakee	IL	60901	<a href="mailto:dskimerhorn@k3county.net">dskimerhorn@k3county.net</a>	
	Paullette	Skinner	Town of Winfield	10645 Randolph St.	Winfield	IN	46307	<a href="mailto:rennicks@sbcglobal.net">rennicks@sbcglobal.net</a>	CPG
	Herbert	Smith	Norfolk Southern Corporation	111 W. Washington St.	Chicago	IL	60602	<a href="mailto:herbert.smith@nscorp.com">herbert.smith@nscorp.com</a>	TTF
	Jeff	Snape	RE Hamilton	3230 Executive Dr.	Joliet	IL	60431	<a href="mailto:jsnape@rehamilton.org">jsnape@rehamilton.org</a>	TTF
	Wade	Spang	Midewin	30239 S. State Route 53	Wilmington	IL	60481	<a href="mailto:wspang@fs.fed.us">wspang@fs.fed.us</a>	TTF
	Jerry	Stewart	Wilmington Township	P.O. Box 397	Wilmington	IL	60481	<a href="mailto:jerryDJStewart@aol.com">jerryDJStewart@aol.com</a>	TTF
	Steve	Strains	Northwestern Indiana Regional Planning	6100 Southport Road	Portage	IN	46368-4609	<a href="mailto:sstrains@nirpc.org">sstrains@nirpc.org</a>	TTF
	Eldon	Strong	Lake County Council, Dist 7	2293 N. Main St.	Crown Point	IN	46307	<a href="mailto:estrong@lakecountyin.org">estrong@lakecountyin.org</a>	TTF
	Phil	Stuepfert	HRGreen	651 Prairie Point Drive	Yorkville	IL	60560	<a href="mailto:pstuepfert@hrgreen.com">pstuepfert@hrgreen.com</a>	TTF
	John	Swanson	Northwestern Indiana Regional Planning	6100 Southport Road	Portage	IN	46368	<a href="mailto:jswanson@nirpc.org">jswanson@nirpc.org</a>	CPG
B	Greg	Szymanski	Village of Beecher	724 Penfield	Beecher	IL	60401	<a href="mailto:gszymanski@villageofbeecher.org">gszymanski@villageofbeecher.org</a>	CPG



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Bruce	Tammen	Custer Township	37131 Essex Rd.	Wilmington	IL 60481	btammen@cbcast.com	TTF
	Jim	Testin	Robert E. Hamilton	3230 Executive Drive	Joliet	IL 60433	jtestin@rehamilton.org	TTF
	Renee	Thakali	Midewin National Tallgrass Prairie	30239 S State Route 53	Wilmington	IL 60481	rthakali@fs.fed.us	TTF
	Tom	Thanas	City of Joliet	150 West Jefferson Street	Joliet	IL 60432	tthanas@jolietcity.org	TTF
	John	Thatcher	Wilton Township	16491 W. Kennedy Road	Wilmington	IL 60481		TTF
WGT	Mark	Thompson	Hanson/IDOT Aeronautics	5710 West Eagle Lake Rd	Peotone	IL 60468	mthompson@hanson-inc.com	TTF
	David	Togliatti	Village of Coal City	515 S. Broadway	Coal City	IL 60416	dtogliatti@coalcity-il.com	TTF
	Daniel	Tovo	Village of Monee	5130 W. Court St.	Monee	IL 60449	mayortovo@villageofmonee.org	CPG
	Jerry	Townsend	Village of University Park					CPG
	Jim	Trizna	City of Joliet	150 West Jefferson Street	Joliet	IL 60432	jtrizna@jolietcity.org	TTF
	Lawrence	Troutman	Channahon Township	25461 S. Fryer St.	Channahon	IL 60410	channahontownship@yahoo.com	TTF
	David	Uran	City of Crown Point	101 North East Street	Crown Point	IN 46307	mayor@crownpoint.in.gov	CPG
MVM	Michael	Van Mill	Economic Alliance of Kankakee County	200 E. Court Street, Suite 507	Kankakee	IL 60901	Mvanmill@kankakeecountyed.org	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Timothy	Vanderhyden	Jackson Township	100 Mississippi Ave.	Elwood	IL 60421		TTF
<i>TV</i>	Thomas	Vanderwoude	South Suburban Mayors and Mangers			IL	Thomas.Vanderwoude@ssmma.org	CPG
	David	VanderZee	Pace Suburban Bus	550 W. Algonquin Road	Arlington Heights	IL 60005	David.VanderZee@pacebus.com	TTF
<i>WVV</i>	Bill	Viste	Illinois Department of Transportation Division of	1 Langhorne Bond Drive	Springfield	IL 62707-8415	william.viste@illinois.gov	TTF
<i>JLW</i>	Jennifer	Wagner	Ridge Property Trust	<del>8430 W. Bryn Mawr Avenue</del> 225 W. Washington Suite 1320	Chicago	IL 60606-50631	jwagner@rptrust.com	TTF
	David	Wallace	Village of Monee	5130 W. Court Street	Monee	IL 60449	dwallace@villageofmonee.org	TTF
	James	Walsh	Manhattan Township	24645 Eastern Ave.	Manhattan	IL 60442	moomoo1949@att.net	TTF
	James	Walsh	Manhattan Township	24645 Eastern Ave.	Manhattan	IL 60442	moomoo1949@att.net	TTF
	Lawrence	Walsh	Will County	302 N. Chicago Street	Joliet	IL 60432	countyexec@willcountyillinois.com	CPG
	Stewart	Warren	Will County Board	302 N. Chicago St.	Joliet	IL 60432	swarren@willcountyillinois.com	TTF
	Tom	Weigel	Will County Board Land Use and Development	302 N. Chicago Street	Joliet	IL 60432	tomweigel@att.net	TTF
<i>EW</i>	Eric	Wesel	Will County Department of Highways	16841 W. Caraway Road	Joliet	IL 60433	ewesel@willcountyillinois.com	TTF
<i>NRW</i>	Norm	West	U. S. Environmental Protection Agency Region	77 W. Jackson Boulevard	Chicago	IL 60604	west.norman@epa.gov	TTF



## Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address			Email Address	Group
	Ken	Westlake	U. S. Environmental Protection Agency Region	77 W. Jackson Boulevard	Chicago	IL 60604	westlake.kenneth@epa.gov	TTF
	Kermit	Wies	Chicago Metropolitan Agency for Planning	233 South Wacker Drive, Suite 800	Chicago	IL 60606	kwies@cmap.illinois.gov	TTF
	Alan	Williams	Manteno Township	1031 Boudreau Road	Manteno	IL 60950	mantenotwp@sbcglobalnet.com	TTF
	R. A.	Willis	Village of Godley	150 S. Kankakee St.	Godley	IL 60407	vofgodley@yahoo.com	CPG
	Keith	Wozniak	U.S. Army Corps of Engineers - Chicago	111 North Canal St.	Chicago	IL 60606-7206	keith.l.wozniak@usace.army.mil	TTF
	Rocco	Zucchero	Illinois Tollway	2700 Ogden Ave.	Downers Grove	IL 60515	rzucchero@getipass.com	TTF





### Tier Two CPG/TTF Combined Meeting #4 - Meeting Register

Location: Peotone, IL      Date: 09/09/2013      Time: 1:00 PM - 3:00 PM

Please Initial	First Name	Last Name	Organization	Address	Email Address	Group
RR	Richard	RAGAN	Land Owner	30626 Ragan Lane Wilmington IL 60481		
LR	Louis	Rodaccolo	LAND	305533 50th Hwy W ILMONTON ILL.		
RH	Louise	Natalia	Land/Resident	14035 W. Bass Rd Mankato	MARIE RODACCOLO	
LP	Liz	Provost	Daily Journal	8 Dearborn Sq. Kankakee	lprovost@dailyjournal.com	MEDIA
JK	John	Rzymski	Crete Twp.	3907 Montgomery Crete	j-rzymski@onekey.com	
BF	Bruce	Triefeld	Will County	302 N. Chicago St. Solist	brutefeld@willcountysolists.com	

Rose Hatanaka 815 475-5401 (H) - Sean LaDieu 815 347-7098 (C) Page \_\_\_\_ of \_\_\_\_



Illiana Corridor Tier Two  
Corridor Planning Group (CPG) / Technical Task Force (TTF) Meeting #4 Summary  
September 9, 2013  
Will County Fair Atrium – Peotone, IL

CPG/TTF Meeting #4:

The fourth CPG/TTF meeting for Tier Two was held on September 9, 2013 at Will County Fair Atrium in Peotone, Illinois.

The meeting included a PowerPoint presentation, which provided a summary of the CPG/TTF #3 Meeting, Public Meeting #2, and the Section 106 Meetings. The main focus of the meeting was to provide information on the Alternatives to be Carried Forward Technical Memorandum (ACFTM), Stakeholder Coordination, and Next Steps. To announce the September 9, 2013 CPG/TTF Meeting #4, an email Save the Date was sent out August 13, 2013, and a formal email invitation was first sent on August 26, 2013 and again on September 5, 2013.

The meeting was attended by 66 participants, 61 of which are members of the Corridor Planning Group, or Technical Task Force, as well as the study team and 5 observers.

Tier Two:

Tier Two focuses on performing more detailed studies for the 2,000-ft B3 Corridor, which was the selected corridor documented in the Tier One FEIS/ROD. Tier Two involves the continuation of the NEPA process, identifying Context Sensitive Solutions (CSS), performing field studies, GIS-based impact assessment, and financial studies, with the goal of identifying a preferred alternative, environmental footprint, and financing plan. A Tier Two schedule was presented, identifying the public involvement/NEPA process timeline.

The Illiana Corridor was presented as IDOT's first P3 project that will be constructed using a "Design-Build" delivery method. It is anticipated that the project will be financed using a "Design-Build Operate-Maintain" contract structure. INDOT has previous experience on P3 projects including the recent Ohio River Bridges project. All options (including the No-Build) are being analyzed. IDOT and INDOT presented that with P3, it is a good time to take advantage of TIFIA loans for private investors.

Agenda:

- Recap CPG/TTF #3 Meeting
- Recap Tier Two Public Meeting #2
- Recap Section 106 Meetings
- Alternatives Carried Forward - Tier Two Draft Environmental Impact Statement (DEIS)
- Next Steps



## Questions and Comments

During the CPG/TTF meeting held on September 9, 2013, representatives from local communities and agencies provided comments and/or questions on the development of the Illiana Corridor. Among the topics covered were the following:

- Q. On Slide #30, in Section 4, it looks like the Illiana Corridor is touching Midewin. Is it?  
A. No, it comes close in some locations but it does not encroach on Midewin property.
  
- Q. We placed a counter at Route 53 and Walter Strawn to count trucks and counted 8,000. Where are you getting your numbers? They should be much higher.  
A. If you want us to go over our traffic numbers, we can provide you with this information. In addition, if you have updated numbers you could share with us please supply that information.
  
- Q. Can you go back to the Local Road Connectivity Slide and show us which roads are closed and which roads are open?  
A. Rick Powell identified which roads are open/closed for the audience.
  
- Q. Regarding the EIS, there is still concern about storm water BMP's and mitigation since you don't have to abide by the local regulations.  
A. A conceptual plan for storm water BMP's and sustainable opportunity areas will be included in the EIS.
  
- Q. [Florence Township]: Will we have another One-on-One Meeting?  
A. Yes, if you call, we will get this set up.
  
- Q. CMAP will take a vote for the 2040 Plan. If they say no, what will happen?  
A. We cannot get a Record of Decision and it will delay the project.
  
- Q. Is there an update on the business side?  
A. We are working very closely with businesses.
  
- Q. Are there additional roads to be opened—how much will that cost? What does the project cost now?  
A. Additional overpasses and underpasses have been provided, but the project team has identified other cost-saving opportunities to keep the project cost very close to the Tier One estimate.
  
- Q. What is the status of the Lorenzo Road at I-55 bridges?  
A. Currently those projects are not within the fiscally constrained plan.
  
- Q. Will the bridges around I-80 be widened?  
A. Yes.



- Q. Is the financial information regarding tolling going to be available before the public hearing?
- A. In the next couple of weeks, more information is coming out.
  
- Q. IDOT Secretary Ann Schneider said that if the toll fails, the taxpayers have to make up the difference.
- A. The P3 contract structure has not yet been determined. There are several options for how to toll the expressway and who will receive the toll revenue.
  
- Q. The cost estimate you put out was questioned publicly. I heard that FHWA performed an audit and verified that the cost estimate was accurate?
- A. Yes, the Federal Highway Administration performed an independent cost estimate and they came within 2% of our cost estimate.

Representatives from the study team were able to provide responses to each question/concern voiced and differentiated between policies within Illinois and Indiana, where applicable. When the presentation and Q&A concluded, attendees were able to view the Alternatives to be Carried Forward maps at a separate station and ask specific questions from PB and IDOT/INDOT representatives.

#### Next Steps:

Public Comment – ACFTM comments due September 26, 2013

Land surveys continue

Geotechnical surveys begin

One-on-one Meetings

MPO and Resource Agency Coordination

DEIS release and Public Hearings – Late 2013

# You're invited

## to a B3 Landowner Meeting



As part of the on-going public outreach effort for the Illiana Corridor Project, the Illinois and Indiana Departments of Transportation (DOT) are holding multiple rounds of meetings specifically for property owners with land located within the current B3 corridor. The study is progressing through the Tier 2 phase of environmental planning. The location of the Illiana corridor will change throughout this phase, and the DOT wants to keep you

informed of these changes and other project development activities throughout the duration of the process.

The first round of meetings are set to take place at times and locations noted below. The meetings will start promptly at 5:30 pm with a brief presentation on the next steps of Tier Two of the project. The remainder of the meeting will be spent in groups to discuss your questions regarding your property as well as to provide an opportunity for you to meet your Landowner Relations Representative (LRR).

**Your participation at one of the five meetings is strongly encouraged.**

*Reserve a spot for one of our meeting locations **TODAY!***

*Space is limited at some locations*

Please reserve a spot at one of the locations by **February 13, 2013**. RSVP by calling **1-855-455-4650**, or by sending your response via our comment page at **[www.illianacorridor.org/get\\_involved](http://www.illianacorridor.org/get_involved)**.

Please note which meeting you plan to attend, and provide your property PIN number(s) when calling or e-mailing.

### LANDOWNER MEETINGS

**Tuesday, February 19, 2013**

5:30 PM

Local 150 Training Facility  
19800 W. South Arsenal Road  
Wilmington, IL 60481

...

**Wednesday, February 20, 2013**

5:30 PM

Will County Fair Atrium  
710 West Street  
Peotone, IL 60468

...

**Thursday, February 21, 2013**

5:30 PM

Local 150 Training Facility  
19800 W. South Arsenal Road  
Wilmington, IL 60481

...

**Monday, February 25, 2013**

5:30 PM

Cedar Lake Ministries  
13701 Lauerman Street  
Cedar Lake, IN 46303

...

**Thursday, February 28, 2013**

5:30 PM

Cedar Lake Ministries  
13701 Lauerman Street  
Cedar Lake, IN 46303

# Illinois Land Acquisition Timeline

## Determine Ownership/Property Survey – (3 - 4 month process)

- Plat of Highways (Plat of Survey)

## Independent Appraisal – (3 - 4 month process)

- Appraisal by an Illinois certified general appraiser
- Reviewed by review appraiser
- Determines fair market value
- Property owner may accompany appraiser during walk-through

## Offer Made/Negotiations – (3 - 6 month process)

- Negotiations begin with an offer equal to the appraised value
- Once an offer is made you have a minimum of 60 days but typically more than 90 days to accept the offer.
- If an agreement is reached the following takes place - 2 - 4 month process:
  - Processing of conveyance (transfer) documents
  - Review process
  - Clear title (ownership) documents
  - Order money
  - Transaction completed
- If settlement cannot be reached or clear title (ownership) cannot be obtained, the matter is referred to court (Condemnation Proceedings)

## ILLINOIS LAND ACQUISITION PROCESS



## Should Condemnation Become Necessary – (12 - 36 + month process)

- As part of the legal process, IDOT must prove that there is a need for the property and the basis for the proposed compensation to the landowner. The landowner can agree to settle or present their case, and ultimately, the court decides the final compensation that will be paid to the landowner. The schedule for acquiring property through condemnation is based upon a particular court's calendar, and therefore could potentially require several years to acquire ownership of a property.

## Should Quick Take Become Necessary – (4 - 6 month process minimum to complete Quick Take)

- Quick Take would occur if the Illiana Corridor project is funded in IDOT's multi-year transportation program.
- Quick Take involves the same basic process as condemnation, with one exception – if IDOT demonstrates that there is an immediate need for the property at a Quick Take hearing, the judge assigned to the case by the court will set a preliminary compensation amount. This allows IDOT to obtain title (ownership) to the property and to proceed with the project, while a future trial date is being determined. The property owner will be paid the preliminary compensation amount shortly after the Quick Take hearing, but retains the right to a trial to ask the court or a jury to award additional compensation.
- Once IDOT has title to the property, IDOT will send out a notification to the property owner stating a specific date by which the property must be vacated (minimum of 30 days.)
- Once the trial is held, the jury determines the final compensation. If it is more than the preliminary compensation, IDOT must pay the difference, plus 6% interest from the date IDOT takes title (ownership) of the property to the date of additional payment.

**Property Owners have a minimum 30 days to vacate property after IDOT obtains title (ownership); however, IDOT may work with property owners on a case-by-case basis to extend time period.**

**HOTLINE: 1-855-455-4650**

# B3 Corridor Studies Continue – Illinois

The B3 corridor being studied remains approximately 2,000 feet wide going into Tier Two, and is not the actual footprint of the facility. In order for the corridor to be further refined to an approximate 400 foot wide path, surveying work will continue through the summer of 2014. The survey work will provide the study team the details needed to further refine a corridor that will have the minimum property impacts. The studies being prepared as part of this project focus on avoiding/minimizing impacts to private properties, quality of life, and environmental resources in conjunction with addressing regional transportation needs and therefore aim to avoid as many built and natural environmental impacts as is feasible. Study team members will work closely with potentially impacted landowners to avoid personal property where feasible. This means that there is the potential that your property could be removed from the corridor areas as the survey work and study proceeds. The below notice was sent out in April, 2012 to landowners within the potential survey area during Tier One, and is now being sent to landowners who are within the potential survey area for Tier Two.

**This NOTICE is given in accordance with the provisions of the Illinois Highway Code 605 ILCS 5/Section 4-503, in order to inform you of the intention of the Illinois Department of Transportation to enter onto your property for the purposes set forth in the Illinois Highway Code, begin surveying activities on the Illiana Corridor project for properties in Will County, IL beginning in June 2012 and continuing this work through the summer 2014.** As part of this work, personnel representing the consulting firm of Parsons Brinckerhoff Inc. and/or their subconsultants, JF New, Huff & Huff, GSG Consultants, ASE, H.R. Green, Apex Consultants, Images Inc., and Christopher B. Burke Engineering, performing as IDOT agents, may be accessing your property to obtain information for project studies. These professional agents of IDOT will be performing environmental surveys, ground surveys and geotechnical investigations.

Employees of IDOT, as well as employees of state and federal regulatory agencies, may also participate in these surveys. These agencies include: U.S. Army Corps of Engineers, Illinois Department of Natural Resources, Illinois Environmental Protection Agency, U.S. Fish & Wildlife Service, Illinois Department of Agriculture, Illinois Natural History Survey, Illinois State Geological Survey, Illinois State Archeological Survey, and U.S. Environmental Protection Agency.

**As provided in Section 4-503 of the Illinois Highway Code (605 ILCS 5/4-503), personnel of Parsons Brinckerhoff Inc. and its subcontracted firms, as the authorized representatives of IDOT may be performing surveys and determinations of the amount and extent of such land, rights, or other property required for a public improvement planned by the Department.** The Department or its agents, contractors or subcontractors will reimburse you for any damages to your property occasioned and caused as a direct result of the performance of the survey and determination work authorized to be performed by the agent, contractors or subcontractors.

IF YOU HAVE ANY QUESTIONS  
OR NEED ADDITIONAL INFORMATION,  
PLEASE VISIT THE PROJECT WEBSITE AT:  
**[www.illianacorridor.org/get\\_involved](http://www.illianacorridor.org/get_involved)**  
OR CALL **1-855-455-4650**.

OR:

MAIL CORRESPONDENCE TO:  
**Illinois Department of Transportation/District 1**  
**201 W. Center Court**  
**Schaumburg, IL 60196-1096**  
**Attention: Kesti Susinskas**



*Please reference your  
property PIN number(s)  
in all mail or e-mail  
correspondence so we  
can better assist you.*



201 W. Center Court  
Schaumburg, Illinois 60196

100 N Senate Avenue, #N642  
Indianapolis, Indiana 46204

[www.illianacorridor.org](http://www.illianacorridor.org)

## Project and Environmental Studies Illiana Corridor Study

January 28, 2013

Illiana Corridor Study  
Will (IL) and Lake (IN) Counties

(Merge Name)  
(Merge Title)  
(Merge Address)  
(Merge City, State & Zip)

Dear (Merge Title & Last Name):

This letter is being sent to provide an update regarding the Illiana Corridor project to landowners within the 2,000 foot planning boundaries of Corridors A3S2, B3, and B4. As you may know, Corridors A3S2, B3 and B4 have been studied by the Indiana and Illinois Departments of Transportation (INDOT and IDOT) for the purpose of providing a new east-west transportation facility. Study findings pertaining to these corridors have been documented in the Illiana Corridor Tier One Final Environmental Impact Statement (Final EIS). The Final EIS can be viewed on the project website at: [www.illianacorridor.org](http://www.illianacorridor.org) and at local libraries within the study area.

Public hearings were held on the Draft EIS on July 31, 2012 in Peotone, Illinois and August 1, 2012 in Lowell, Indiana. More than 1,100 public, agency and organization comments were received during the public comment period. These comments and responses can be found in Appendix Q of the Final EIS.

Prior to the release of the Final EIS, the Preferred Corridor Chapter (Section 4 of the Final EIS) was sent to Federal and State regulatory agencies for review and concurrence. Concurrence was received in November 2012 and the Final EIS and Record of Decision (ROD) were issued on January 17, 2013, authorizing INDOT and IDOT to advance the preferred corridor and the No-Action Alternative into Tier Two studies. The Preferred Corridor Chapter can be viewed separate from the Final EIS on the project website at: [www.illianacorridor.org/information\\_center/library.aspx](http://www.illianacorridor.org/information_center/library.aspx)

Based on technical analysis done as part of Tier One studies and public comments, **Corridor B3 has been identified as the preferred corridor and will be carried forward with the No-Action Alternative for further analysis in Tier Two. Corridors A3S2 and B4 have been dismissed** from further study and will not be carried forward. The Preferred Corridor Report and Section 4 of the Final EIS both outline the key reasons that Corridor B3 has been chosen. In summary, the results of the Tier One EIS work show that Corridor B3 has substantially less socioeconomic and environmental impacts than Corridor A3S2, and performs better in meeting the transportation Purpose and Need than Corridor B4 while having comparable water resource impacts and lower overall socioeconomic and environmental impacts.

## **Tier Two Study Activities:**

### **Preferred Corridor Refinement:**

Moving into Tier Two, the planning corridor for B3 remains approximately 2,000 feet in width, within which the actual footprint of the facility will be determined. The 2,000 foot corridor defines the limits of an area that will undergo more detailed study and analysis to further refine a corridor that will have the minimum property impacts while addressing transportation needs. During Tier Two study activities, Corridor B3 will be narrowed to an approximate 400 foot width. This means that if your property is currently in Corridor B3, there is the potential that your property could be removed from the final corridor footprint as the study proceeds. Corridor refinement in Tier Two will be based on detailed engineering and environmental studies, and landowner outreach.

Local interchange access locations will also be identified during Tier Two in order to direct traffic to roads that are designed and capable of handling the change in travel patterns created by the Illiana Corridor as a new transportation facility.

### **Roadway Connectivity Analysis:**

Another step in the Tier Two Process will be to perform a Road Connectivity Analysis for existing roads that intersect with Corridor B3. This analysis will include consideration of traffic counts and projections, coordination with local officials, emergency service providers, school districts, farm operators, local road agencies and others. These efforts will ultimately help determine where underpasses or overpasses may need to be located, or where alternative access may be provided. Efforts will be made to maintain existing routes to the extent feasible and where routes cannot be maintained, either during construction or as part of the final facility plan, alternative routing will be evaluated to minimize the change in travel patterns. A public hearing will be held to gather information and opinions before any final determinations are made regarding road connectivity changes in Indiana.

The cost of a road closure is determined to be the increase in cost for road users to travel the additional distance to reach their destination. These costs are based on the amount of traffic, added detour distance, and operating costs of the vehicles. This cost is compared against the alternative cost of a new overpass including right-of-way and construction costs for building the overpass, including bridges, earthwork, drainage pipes, pavement, guardrail, and landscaping.

### **Noise Impact Analysis:**

INDOT and IDOT are both in conformance with FHWA policies and procedures regarding noise impacts. Detailed traffic noise studies, including identification of traffic noise impacts and consideration of noise abatement, will be performed as part of in Tier Two engineering studies. Noise mitigation efforts will be designed in accordance with regulating criteria.

### **Landowner Outreach:**

The process of planning for and implementing needed transportation projects is understandably a sensitive issue when landowners are potentially impacted. INDOT and IDOT understand the impacts that transportation infrastructure projects may have to private properties, as well as the uncertainty landowners have regarding resolution of concerns as project development activities continue. In order to provide landowners with a direct project contact, Landowner Relations Representatives (LRR) will be available to assist landowners by providing information about the study process, answering questions and acting as a liaison between landowners, INDOT and IDOT. When necessary, INDOT and IDOT staff will be available to communicate directly with landowners, as well.

In order to assist landowners located in Corridor B3 in gaining a better understanding of the Tier Two study process and to introduce you to INDOT and IDOT officials and staff working on the project, we ask that you attend **one** of the five neighborhood landowners meetings listed in the attachment.

In the meantime, we request that you please e-mail or phone us so that we may obtain additional contact information from you in return (i.e. phone number and/or email address). We understand that this additional contact information is sensitive, but providing this information to the Illiana Study Team is of critical importance in allowing the Study Team the opportunity to contact you in advance of certain field survey visits and other study activities that may need to occur. You may provide this information to us in one of two ways:

1. Email correspondence by visiting: [www.illianacorridor.org](http://www.illianacorridor.org) and click [Submit a Comment / Question](#) in the upper left corner of the website. Please leave your name, address, PIN number, phone number and e-mail address.
2. Call the Landowner Information Line at: 1-855-455-4650. Please leave your name, address, PIN number, phone number and e-mail address.

*NOTE: Please reference your property PIN number(s) in all mail, email and phone communications so we can better assist you.*

### **Indiana Land Acquisition Process:**

First, it is important to note that there is a substantial amount of misinformation being communicated through unofficial channels regarding the process of land acquisition in Indiana and Illinois. Land acquisition for a new transportation facility undertaken by INDOT or IDOT requires a detailed planning process and includes an extensive landowner outreach program. It is a priority for both INDOT and IDOT to work with landowners to minimize the impacts that transportation projects have on properties. Once a Tier Two ROD is issued (estimated summer 2014) and funding for land acquisition is obtained, land acquisition for the Illiana Corridor would follow the process outlined below.

In the State of Indiana, the land acquisition process begins with a Plat of Highway (Plat of Survey), followed by an independent appraisal, an offer, and a period of negotiations.

In accordance with the Uniform Act, Indiana must make an offer to acquire real property from an owner based upon an appraisal that indicates fair market value for the property being acquired. Once the offer is made to the owner, the owner has the opportunity to:

1. Accept the state's offer
2. Reject the state's offer, and provide a counter-offer
3. Reject the state's offer, and proceed to condemnation (consideration of a counter-offer submitted by an owner may continue during condemnation)

An owner's counter-offer must contain documented evidence justifying a higher value than the state's offer. An owner's opinion of value must be supported by some other source, data, or information other than the mere opinion of the owner. Examples of satisfactory evidence may include, but not be limited to, the following:

1. A formal appraisal report or opinion letter prepared by a licensed appraiser within the past 24 months.
2. A Real Estate Broker's Opinion letter prepared, signed, and supported with market data.
3. Sales Disclosure Forms from the respective county Auditor's office documenting actual sales of comparable properties to the subject property.
4. Property Assessment card(s) of the subject and/or comparable properties from the respective county Assessor's office.
5. Cost estimates for additional concessions (i.e., mortgage release fees) or cost-to-cure items from professional contractors, vendors, or suppliers.

Any supporting evidence submitted must contain statements, data, information, and analysis to a sufficient depth and degree for INDOT to be able to draw a reasonable conclusion of value consistent with the owner's.

Any supporting evidence must be submitted in writing on personal or company letterhead containing appropriate contact information, signed by the owner and any other person providing an opinion of value, and attached to the counter-offer.

If an agreement cannot be reached, the matter is referred to the courts for dispute resolution. Referring cases to the court for dispute resolution is always the last resort in the land acquisition process for road projects and ultimately the court decides the dispensation of the case, including final compensation to the property owner.

Landowners determined to be impacted by the Illiana Corridor have the right to receive just compensation if acquisition of their property is required for public roadway projects. Just compensation is the fair market value of the property and damages (loss of value) to the remainder of the property if only a portion of the property is required. If the acquisition requires relocation, the landowner, or occupants, would be eligible for reimbursement of reasonable and necessary moving expenses and/or supplemental housing payments. Specific landowners will be contacted as more detailed information becomes available.

In order to provide an example of the typical timeframes associated with land acquisition, an exhibit and timeline have been attached to this letter for your reference. Please keep in mind that in order for land acquisition to occur a Tier Two ROD must be issued by the Federal

Highway Administration (FHWA) (estimated summer 2014) and funding for land acquisition must be obtained.

It is our hope that the facts and information contained in this letter will be helpful to you as we enter the next phase of project studies. Tier Two activities are anticipated to take an additional 12 - 24 months to complete. Your continued interest and involvement in the study process is appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim A. Earl II".

Jim A. Earl II, P.E.  
Project Manager  
Indiana Department of Transportation

# You're invited

## to a B3 Landowner Meeting



As part of the on-going public outreach effort for the Illiana Corridor Project, the Illinois and Indiana Departments of Transportation (DOT) are holding multiple rounds of meetings specifically for property owners with land located within the current B3 corridor. The study is progressing through the Tier 2 phase of environmental planning. The location of the Illiana corridor will change throughout this phase, and the DOT wants to keep you

informed of these changes and other project development activities throughout the duration of the process.

The first round of meetings are set to take place at times and locations noted below. The meetings will start promptly at 5:30 pm with a brief presentation on the next steps of Tier Two of the project. The remainder of the meeting will be spent in groups to discuss your questions regarding your property as well as to provide an opportunity for you to meet your Landowner Relations Representative (LRR).

**Your participation at one of the five meetings is strongly encouraged.**

*Reserve a spot for one of our meeting locations **TODAY!***

*Space is limited at some locations*

Please reserve a spot at one of the locations by **February 13, 2013**. RSVP by calling **1-855-455-4650**, or by sending your response via our comment page at **[www.illianacorridor.org/get\\_involved](http://www.illianacorridor.org/get_involved)**.

Please note which meeting you plan to attend, and provide your property PIN number(s) when calling or e-mailing.

### LANDOWNER MEETINGS

**Tuesday, February 19, 2013**

5:30 PM

Local 150 Training Facility  
19800 W. South Arsenal Road  
Wilmington, IL 60481

...

**Wednesday, February 20, 2013**

5:30 PM

Will County Fair Atrium  
710 West Street  
Peotone, IL 60468

...

**Thursday, February 21, 2013**

5:30 PM

Local 150 Training Facility  
19800 W. South Arsenal Road  
Wilmington, IL 60481

...

**Monday, February 25, 2013**

5:30 PM

Cedar Lake Ministries  
13701 Lauerman Street  
Cedar Lake, IN 46303

...

**Thursday, February 28, 2013**

5:30 PM

Cedar Lake Ministries  
13701 Lauerman Street  
Cedar Lake, IN 46303

# Indiana Land Acquisition Timeline

## Determine Ownership/ Property Survey – (3 - 4 month process)

- Plat of Highways  
(Plat of Survey)

## Independent Appraisal – (3 - 4 month process)

- Appraisal by  
Indiana certified  
general appraiser
- Reviewed by  
review appraiser
- Determines fair  
market value

## Negotiations – (3 - 4 month process)

- Negotiations begin with  
an offer not less than  
appraised value
- Once an offer is made  
you have 30 days to  
reach an agreement
- If an agreement is  
reached the following  
takes place –  
3 - 6 month process:
  - Review process
  - Clear title (ownership) documents
  - Order money
  - Transaction completed
- If settlement cannot be reached or clear title (ownership) cannot be obtained,  
the matter is referred to court (Condemnation Proceedings)

## Should Condemnation Become Necessary – (6 - 18 + month process)

- As part of the legal process, INDOT must prove that there is a need for the property and the basis for the proposed compensation to the landowner. The landowner can agree to settle or state their case, and ultimately, the court decides the final compensation to go to the landowner. The schedule for acquiring property through condemnation is based upon a particular court's calendar, and therefore could potentially require many months to acquire title to a property.

### INDIANA LAND ACQUISITION PROCESS



**HOTLINE: 1-855-455-4650**



## B3 Corridor Studies Continue – Indiana

The B3 corridor being studied remains approximately 2,000 feet wide going into Tier Two, and is not the actual footprint of the facility. In order for the corridor to be further refined to an approximate 400 foot wide path, surveying work will continue through the summer of 2014. The survey work will provide the study team the details needed to further refine a corridor that will have the minimum property impacts. The studies being prepared as part of this project focus on avoiding/minimizing impacts to private properties, quality of life, and environmental resources in conjunction with addressing regional transportation needs and therefore aim to avoid as many built and natural environmental impacts as is feasible. Study team members will work closely with potentially impacted landowners to avoid personal property where feasible. This means that there is the potential that your property could be removed from the corridor areas as the survey work and study proceeds. The below notice was sent out in April, 2012 to landowners within the potential survey area during Tier One, and is now being sent to landowners who are within the potential survey area for Tier Two.

**This is to certify and serve as notice that the Indiana Department of Transportation (INDOT) will begin surveying activities on the Illiana Corridor project for properties in Lake County, IN during April 2012 and will continue this work through summer 2014.** As part of this work, Parsons Brinckerhoff Inc. and/or its subcontracted firms JF New, Huff & Huff, GSG Consultants, ASE, H.R. Green, Apex Consultants, Images Inc., and Christopher B. Burke Engineering, performing as IDOT agents, will be accessing your property to obtain information for project studies. These professional agents of IDOT will be performing environmental surveys, ground surveys and geotechnical investigations.

Employees of INDOT and the Illinois Department of Transportation (IDOT), as well as employees of state and federal regulatory agencies, may also accompany the contracted firms on these surveys. These agencies include: U.S. Army Corps of Engineers, Indiana Department of Natural Resources, Indiana Department of Environmental Management, U.S. Fish & Wildlife Service, and U.S. Environmental Protection Agency.

**Indiana Code 8-23-7-26 authorizes Parsons Brinckerhoff Inc. and its subcontracted firms, as the authorized representatives of INDOT, a right of entry to the project site after providing a notice of survey. This includes a right of entry onto private property.**

Through the course of our work, we will take every precaution to ensure we do not damage your property; however, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact Jim Pinkerton; his contact information is below. Mr. Pinkerton can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to him for review and consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, **Indiana Code 8-23-7-28** provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located. The department shall pay any compensation awarded to an aggrieved party under this section: (1) not more than sixty (60) days after the date on which the parties agree to the amount of compensation; or (2) as ordered by the circuit or superior court.

IF YOU HAVE QUESTIONS REGARDING THE RIGHTS AND PROCEDURES OUTLINED ABOVE, PLEASE CONTACT MR. PINKERTON. HIS CONTACT INFORMATION IS AS FOLLOWS:



**Jim Pinkerton**  
**Indiana Department of Transportation**  
**LaPorte District**  
**315 E. Boyd Boulevard**  
**LaPorte, IN 46350**  
**(219) 325-7507**  
**JPinkerton@indot.in.gov**

If you have any questions or need additional information, please visit the project website at: **[www.illianacorridor.org/get\\_involved](http://www.illianacorridor.org/get_involved)** or call **1-855-455-4650**.

***Please reference your property PIN number(s) in all mail or e-mail correspondence so we can better assist you.***



201 W. Center Court  
Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642  
Indianapolis, Indiana 46204

[www.illianacorridor.org](http://www.illianacorridor.org)

## Project and Environmental Studies Illiana Corridor Study

June 10, 2013

JPCOG\_  
JCFFTGUU\_

Property Identification Number:

Dear Landowner,

This letter is being sent as you have been identified as a landowner who may be potentially impacted by the Illiana Corridor project based on the current design footprint being evaluated as part of Tier Two project studies. As you may know, the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT) are collaborating on the Illiana Corridor Study, with the purpose of providing a new east-west transportation facility that connects I-55 in Illinois with I-65 in Indiana. More information about the project can be found on the project website at: [www.illianacorridor.org](http://www.illianacorridor.org).

The project is being pursued as a Tiered Environmental Impact Statement (EIS). Tier One, which began in the spring of 2011, involved broad studies of a 950 square mile study area and the analysis of over 80 alternatives to obtain a preferred corridor. On January 17, 2013, the Tier One Final EIS and Record of Decision (ROD) identified Corridor B3 as the selected corridor to be carried into Tier Two along with a No-Action alternative for further studies.

Tier Two involves detailed engineering studies and environmental assessments for the selected corridor. Corridor B3 is a new 47 mile long east-west limited access facility that connects I-55 near Wilmington, Illinois with I-65 near Lowell, Indiana. Corridor B3 is generally 2,000 feet wide, with a few exceptions where it has been narrowed to reduce impacts or widened to accommodate system interchanges. As Tier Two studies continue, the 2,000-foot corridor will be narrowed to a preferred alignment, which will include the locations of interchanges, overpasses, underpasses, and frontage roads. This will be used to determine the final right-of-way footprint for the project. During this process the engineering team has made specific design recommendations in order to avoid environmental and socio-economic impacts, including the impacts to homes, businesses and farms.

As a result of these design evolutions, IDOT and INDOT have now identified you as the owner for new property pin numbers, not previously located in the Corridor, that are now within the potential right-of-way footprint that is being analyzed for the corridor. During Tier Two studies, the design of the Illiana facility is an on-going process and therefore only recently have cross road connectivity and access locations such as interchange locations been evaluated to determine the potential footprints of those elements of the overall facility. An interactive map showing the current roadway footprint is available on the project website from the home page.

In order to assist landowners located in Corridor B3 in gaining a better understanding of the Tier Two study process, we ask that you attend one of the upcoming public meetings that have been scheduled for June 17 and 18, 2013 as noted on the attached flyer. During these meetings, you will have the opportunity to speak with IDOT staff, INDOT staff, and study team representatives to obtain more detailed information on the project and the land acquisition process. Tier Two activities are anticipated to take an additional 9 months to complete.

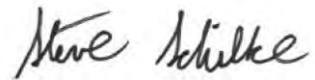
In the meantime, we are continually updating our contact information database and are requesting that you provide us with your preferred contact information to be used throughout the study. We understand that this contact information is sensitive, but providing this information to the Illiana Study Team is of critical importance in allowing the Study Team the opportunity to contact you in advance of certain field survey visits and other study activities that may need to occur. You may provide this information to us in one of two ways:

1. Email correspondence by visiting: [www.illianacorridor.org](http://www.illianacorridor.org) and click *Submit a Comment / Question* in the upper left corner of the website. Please leave your name, address, PIN number, phone number and e-mail address.
2. Call the Landowner Information Line at: 1-855-455-4650. Please leave your name, address, PIN number, phone number and e-mail address.

*NOTE: Please reference your property PIN number(s) in all mail, email and phone communications so we can better assist you.*

We appreciate your continued interest in this study and hope you stay involved with the study team throughout the process.

Sincerely,

A handwritten signature in black ink that reads "Steve Schilke". The signature is written in a cursive style with a large, sweeping initial 'S'.

Steve Schilke, P.E.  
Project Manager  
Illinois Department of Transportation



201 W. Center Court  
Schaumburg, Illinois 60196  
100 N. Senate Avenue, #N642  
Indianapolis, Indiana 46204  
[www.illianacorridor.org](http://www.illianacorridor.org)

## Project and Environmental Studies Illiana Corridor Study

June 10, 2013

[NAME]  
[ADDRESS]

Property Identification Number:

Dear Landowner,

This letter is being sent as you have been identified as a landowner who may be potentially impacted by the Illiana Corridor project based on the current design footprint being evaluated as part of Tier Two project studies. As you may know, the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT) are collaborating on the Illiana Corridor Study, with the purpose of providing a new east-west transportation facility that connects I-55 in Illinois with I-65 in Indiana. More information about the project can be found on the project website at: [www.illianacorridor.org](http://www.illianacorridor.org).

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Tier Two involves detailed engineering studies and environmental assessments for the selected corridor. Corridor B3 is a new 47 mile long east-west limited access facility that connects I-55 near Wilmington, Illinois with I-65 near Lowell, Indiana. Corridor B3 is generally 2,000 feet wide, with a few exceptions where it has been narrowed to reduce impacts or widened to accommodate system interchanges. As Tier Two studies continue, the 2,000-foot corridor will be narrowed to a preferred alignment, which will include the locations of interchanges, overpasses, underpasses, and frontage roads. This will be used to determine the final right-of-way footprint for the project. During this process the engineering team has made specific design recommendations in order to avoid environmental and socio-economic impacts, including the impacts to homes, businesses and farms.

As a result of these design evolutions, IDOT and INDOT have now identified your property as being within the potential right-of-way footprint that is being analyzed for the corridor. During Tier Two studies, the design of the Illiana facility is an on-going process and therefore only recently have cross road connectivity and access locations such as interchange locations been evaluated to determine the potential footprints of those elements of the overall facility. An interactive map showing the current roadway footprint is available on the project website home page.

In order to assist landowners located in Corridor B3 in gaining a better understanding of the Tier Two study process, we ask that you attend one of the upcoming public meetings that have been scheduled for June 17 and 18, 2013 as noted on the attached flyer. During these meetings, you will have the opportunity to speak with IDOT staff, INDOT staff, and study team representatives to obtain more detailed information on the project and the land acquisition process. Tier Two activities are anticipated to take an additional 9 months to complete.

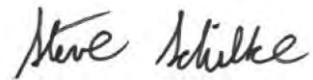
In the meantime, we request that you please e-mail or phone us so that we may obtain additional contact information from you in return (i.e. phone number and/or email address). We understand that this additional contact information is sensitive, but providing this information to the Illiana Study Team is of critical importance in allowing the Study Team the opportunity to contact you in advance of certain field survey visits and other study activities that may need to occur. You may provide this information to us in one of two ways:

1. Email correspondence by visiting: [www.illianacorridor.org](http://www.illianacorridor.org) and click *Submit a Comment / Question* in the upper left corner of the website. Please leave your name, address, PIN number, phone number and e-mail address.
2. Call the Landowner Information Line at: 1-855-455-4650. Please leave your name, address, PIN number, phone number and e-mail address.

*NOTE: Please reference your property PIN number(s) in all mail, email and phone communications so we can better assist you.*

We appreciate your continued interest in this study and hope you stay involved with the study team throughout the process.

Sincerely,

A handwritten signature in black ink that reads "Steve Schilke". The signature is written in a cursive style with a large, sweeping initial 'S'.

Steve Schilke, P.E.  
Project Manager  
Illinois Department of Transportation

**Project and Environmental Studies**  
**Illiana Corridor Project**

September 13, 2013

(Merge First/Last Name)  
(Merge CO/Trust #)  
(Merge Address)  
(Merge City, IL and Zip)

Property Identification Number: (Merge PIN #)

Dear (Landowner),

You have been identified as a landowner who may be potentially impacted by the Illiana Corridor Project based on current design footprints of various alternatives being evaluated as part of the Tier Two Environmental Impact Statement (EIS) project studies. The Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT) are collaborating on the Illiana Corridor Project with the purpose of providing a new east-west transportation facility that connects I-55 in Illinois with I-65 in Indiana. More information about the project can be found on the project website at: [www.illianacorridor.org](http://www.illianacorridor.org).

The project is being pursued as a Tiered EIS. Tier One, which began in the spring of 2011, broadly studied a 950 square mile area and analyzed over 80 alternatives to identify a preferred corridor. On January 17, 2013, the Tier One Final EIS and Record of Decision (ROD) identified Corridor B3 as the selected corridor to be carried into Tier Two along with a No-Action Alternative for further studies.

The Tier Two Process involves detailed engineering studies and environmental assessments for the selected corridor. Corridor B3, the selected corridor, is proposed as a new 47-mile long, east-west, limited access facility that connects I-55 near Wilmington, Illinois with I-65 near Cedar Lake, Indiana. The planning boundary of Corridor B3 is approximately 2,000 feet wide, with a few exceptions where it has been narrowed to reduce impacts or widened to accommodate system interchanges.

As Tier Two studies continue, the 2,000 foot wide corridor will be narrowed to a preferred alignment, which will be approximately 400 feet in width. The preferred alignment will be used to determine the final right-of-way footprint for the project. During this process, the engineering team has made specific design recommendations in order to avoid environmental and socio-economic impacts, including the impacts to homes, businesses and farms. On September 6, 2013, IDOT and INDOT released the *Alternatives to be Carried Forward Technical Memorandum* (ACFTM), which outlines all of the alternatives proposed to move forward in the Illiana Corridor Tier Two Draft EIS.

As a result of the design evolutions associated with the various alternatives, INDOT and IDOT have identified you as the owner of property pin numbers not previously located in the Corridor but now within one of the potential alternatives under consideration. Only recently has the list of potential alternatives become more defined because the design of the Illiana Corridor is an ongoing process.

A copy of the ACFTM is on the project website at [www.illianacorridor.org](http://www.illianacorridor.org). The comment period for the ACFTM is open until September 26, 2013, and comments can be submitted in one of two ways:

1. Visit the [www.illianacorridor.org](http://www.illianacorridor.org) website and click *Submit a Comment / Question* in the upper left corner of the website.
2. Mail written correspondence to:

Katie Kukielka, P.E.  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196

A formal public hearing, exact date and locations to be determined, will also be held in fall/winter 2013 in order to seek public comments on Illiana alternatives. Tier Two activities are anticipated to conclude in spring 2014.

In order to assist landowners located in Corridor B3 in gaining a better understanding of the Tier Two study process, a Landowner Relations Representative (LRR) has been assigned to you in order to help you better understand the Tier Two study process and answer any questions you may have. A map of proposed alternatives is enclosed.

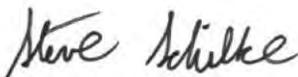
Please e-mail or phone us so that we may obtain additional contact information from you (i.e. phone number and/or e-mail address). We understand that this additional contact information is sensitive, however providing this information to the Illiana Project Team is important to ensure that you receive important notifications about upcoming public meetings, as well as advance notifications of field survey visits and other study activities that may occur. You may provide this information to us in one of two ways:

1. E-mail correspondence by visiting: [www.illianacorridor.org](http://www.illianacorridor.org) and click *Submit a Comment / Question* in the upper left corner of the website. Please leave your name, address, PIN number, phone number and e-mail address.
2. Call the Landowner Information Line at: 1-855-455-4650. Please leave your name, address, PIN number, phone number, and e-mail address. Your Landowner Relations Representative will call you back.

*NOTE: Please reference your property PIN number(s) in all mail, e-mail and phone communications so we can better assist you.*

Thank you for your time and attention regarding this matter, we would be happy to answer any questions you may have at this time.

Sincerely,



Steven Schilke, P.E.  
Program Manager  
Illinois Department of Transportation





**Project and Environmental Studies  
Illiana Corridor Project**

201 W. Center Court  
Schaumburg, Illinois 60196

100 N. Senate Avenue, #N642  
Indianapolis, Indiana 46204

[www.illianacorridor.org](http://www.illianacorridor.org)

(Date)

(Merge First/Last Name)

(Merge CO/Trust #)

(Merge Address)

(Merge City, IL and Zip)

Property Identification Number: (Merge PIN #)

Dear (Landowner),

This letter is being sent as you have been identified as a landowner who may be potentially impacted by the Illiana Corridor Project based on current design footprints of various alternatives being evaluated as part of Tier Two project studies. As you may know, the Indiana Department of Transportation (INDOT) and the Illinois Department of Transportation (IDOT) are collaborating on the Illiana Corridor Project, for the purpose of providing a new east-west transportation facility that connects I-55 in Illinois with I-65 in Indiana. More information about the project can be found on the project website at: [www.illianacorridor.org](http://www.illianacorridor.org).

The project is being pursued as a two-tiered Environmental Impact Statement (EIS). Tier One, which began in the spring of 2011, involved broad studies of a 950 square mile area and the analysis of over 80 alternatives to identify a preferred corridor. On January 17, 2013, the Tier One Final EIS and Record of Decision (ROD) identified Corridor B3 as the selected corridor to be carried into Tier Two along with a No-Action alternative for further studies. Tier Two activities began in January 2013 with the receipt of the Tier One ROD, and are anticipated to conclude in spring 2014.

Tier Two involves detailed engineering studies and environmental assessments for Corridor B3. Corridor B3 is proposed as a new 47-mile long, east-west, limited access facility that connects I-55 near Wilmington, Illinois with I-65 near Lowell, Indiana. Corridor B3 is generally 2,000 feet wide for study purposes, with a few exceptions where it has been narrowed to reduce impacts or widened to accommodate overpasses/underpasses, system interchanges or a less impacting roadway alignment alternative. As Tier Two studies continue, the 2,000-foot corridor will be narrowed to an approximately 400 foot wide preferred alignment, which will include the locations of interchanges, overpasses, underpasses, and frontage roads. This will be used to determine the final right-of-way footprint for the project. During this process the engineering team has made specific design recommendations in order to avoid environmental and socio-economic impacts, including the impacts to homes, businesses and farms.

The *Alternatives to be Carried Forward Technical Memorandum (ACFTM)* released for public comment on September 6, 2013 outlines the various alternatives that are being evaluated as part of Tier Two study activities. As a result of the design evolutions associated with the various alternatives, INDOT and IDOT have identified you as the owner of property pin numbers, not previously located in the Corridor, that are now within one of the potential alternatives that are being analyzed for the Corridor.

During Tier Two studies, the design of the Illiana facility is an on-going process and therefore only recently has the list of potential alternatives become more well-known. A copy of the ACFTM is posted on the project website at [www.illianacorridor.org](http://www.illianacorridor.org). The comment period for the ACFTM is open until September 26, 2013. Comments can be submitted in one of two ways:

1. Visit the [www.illianacorridor.org](http://www.illianacorridor.org) website and click *Submit a Comment / Question* in the upper left corner of the website.
2. Mail written correspondence to:

Jim Pinkerton, Communications Director  
Indiana Department of Transportation  
315 E. Boyd Boulevard  
LaPorte, IN 46350

A formal public hearing, exact date and locations to be determined, will also be held in fall/winter 2013 in order to seek public comments on Illiana alternatives.

In order to assist landowners located in Corridor B3 in gaining a better understanding of the Tier Two study process, including the various alternatives being evaluated as part of the process, a Landowner Relations Representative (LRR) has been assigned to you and can be reached to answer questions by doing the following:

1. Email correspondence by visiting: [www.illianacorridor.org](http://www.illianacorridor.org) and click *Submit a Comment / Question* in the upper left corner of the website. Please leave your name, address, PIN number, phone number and e-mail address.
2. Call the Landowner Information Line at: 1-855-455-4650. Please leave your name, address, PIN number, phone number and e-mail address. A Landowner Relations Representative will call you back.

*NOTE: Please reference your property PIN number(s) in all mail, email and phone communications so we can better assist you.*

Even if you do not have questions for your LRR at this time, we request that you please e-mail or phone us so that we may obtain additional contact information from you in return (i.e. phone number and/or email address). We understand that this additional contact information is sensitive, however providing this information to the Illiana Project team is important to ensuring that you receive notifications about upcoming public meetings, as well as advance notifications of certain field survey visits and other study activities that may need to occur.

Thank you for your time and attention regarding this matter, we would be happy to answer any questions you may have at this time.

Sincerely,



James A. Earl, II P.E.  
Project Manager  
Indiana Department of Transportation



**Project and Environmental Studies  
Illiana Corridor Project**

September 13, 2013

(Merge First/Last Name)  
(Merge CO/Trust #)  
(Merge Address)  
(Merge City, IL and Zip)

Property Identification Number: (Merge PIN #)

Dear (Landowner),

You have been identified as a landowner whose property is in the study area for the I-55 at Lorenzo Road and IL-129 improvements project (also known as the I-55 Wilmington Study). This project is continuing to move forward, but the Illinois Department of Transportation (IDOT) has incorporated it into the ongoing Illiana Corridor Project.

Since the I-55 at Lorenzo Road and IL-129 improvements project was much smaller in scope than the Illiana Corridor Project, it was in the midst of an Environmental Assessment (EA) and is now being incorporated into the Illiana Corridor Project to be included in the more thorough Environmental Impact Statement (EIS) being developed for the Corridor Project.

IDOT and the Indiana Department of Transportation (INDOT) are collaborating on the Illiana Corridor Project with the purpose of providing a new east-west transportation facility that connects I-55 in Illinois with I-65 in Indiana. More information about the project can be found on the project website at: [www.illianacorridor.org](http://www.illianacorridor.org). IDOT and INDOT are pursuing the project through a Tiered EIS Process. Tier One, which began in the spring of 2011, broadly studied a 950 square mile study area and analyzed over 80 alternatives to obtain a preferred corridor. On January 17, 2013, the Tier One Final EIS and Record of Decision (ROD) identified Corridor B3 as the selected corridor to be carried into Tier Two EIS Process along with a No-Action Alternative for further studies.

The Tier Two EIS Process involves detailed engineering studies and environmental assessments for a selected corridor. Corridor B3, the selected corridor, is proposed as a new 47-mile-long east-west limited access facility that connects I-55 near Wilmington, Illinois, with I-65 near Cedar Lake, Indiana. The planning boundary of Corridor B3 is approximately 2,000 feet wide with a few exceptions where it has been narrowed to reduce impacts or widened to accommodate system interchanges.

As Tier Two studies continue, the 2,000 foot wide corridor will be narrowed to a preferred alignment, which will be approximately 400 feet in width. The preferred alignment will be used to determine the final right-of-way footprint for the project. During this process, the engineering team has made specific design recommendations in order to avoid environmental and socio-economic impacts, including the impacts to homes, businesses, and farms.

On September 6, 2013, IDOT and INDOT released the *Alternatives to be Carried Forward Technical Memorandum* (ACFTM), which outlines all of the alternatives proposed to move forward in the Illiana Corridor Tier Two Draft EIS. The interchange alternative being carried forward at Lorenzo Road is

Alternative C-5, which was previously presented at a public meeting for the I-55 at Lorenzo Road and IL-129 improvements project on January 19, 2010. The alternatives being carried forward at the IL-129 interchange have been updated to now provide full access to I-55 and the Illiana Corridor. For more information on all of the proposed alternatives, a copy of the ACFTM is on the project website at [www.illianacorridor.org](http://www.illianacorridor.org). The comment period for the ACFTM is open until September 26, 2013, and comments can be submitted in one of two ways:

1. Visit the [www.illianacorridor.org](http://www.illianacorridor.org) website and click *Submit a Comment / Question* in the upper left corner of the website.
2. Mail written correspondence to:

Katie Kukielka, P.E.  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196

A formal public hearing, exact date and locations to be determined, will also be held in fall/winter 2013 in order to seek public comments on the Illiana Corridor alternatives. Tier Two activities for the Illiana Corridor Project are anticipated to conclude in the spring of 2014.

Since the I-55 at Lorenzo Road and IL-129 improvements project is now part of the Illiana Corridor Project, members of the Illiana Corridor Project team will now be your main points of contact for project-related inquiries. A Landowner Relations Representative (LRR) has been assigned to you in order to help you better understand the Tier Two study process and answer any questions you may have. A map showing the proposed alternatives is enclosed.

Please e-mail or phone us so that we may obtain additional contact information from you (i.e. phone number and/or e-mail address). We understand that this additional contact information is sensitive, however providing this information to the Illiana Project Team is important to ensure that you receive important notifications about upcoming public meetings, as well as advance notifications of field survey visits and other study activities that may need to occur. You may provide this information to us in one of two ways:

1. E-mail correspondence by visiting: [www.illianacorridor.org](http://www.illianacorridor.org) and click *Submit a Comment / Question* in the upper left corner of the website. Please leave your name, address, PIN number, phone number and e-mail address. Your Landowner Relations Representative will call you back.
2. Call the Landowner Information Line at: 1-855-455-4650. Please leave your name, address, PIN number, phone number, and e-mail address.

*NOTE: Please reference your property PIN number(s) in all mail, e-mail and phone communications so we can better assist you.*

We appreciate your understanding in the change that is occurring regarding the incorporation of the I-55 Study into the Illiana Corridor Project and would be happy to answer any questions you may have at this time.

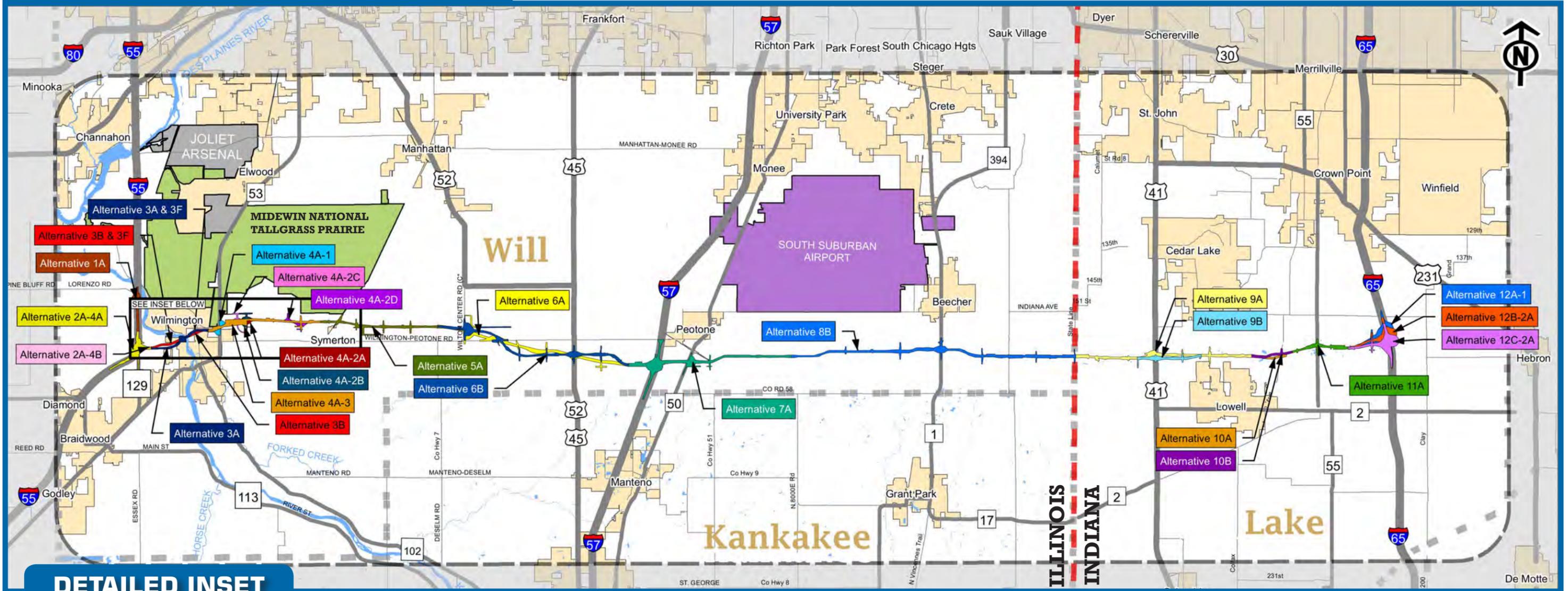
Sincerely,



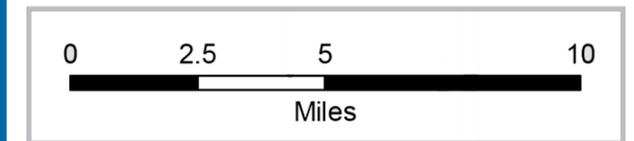
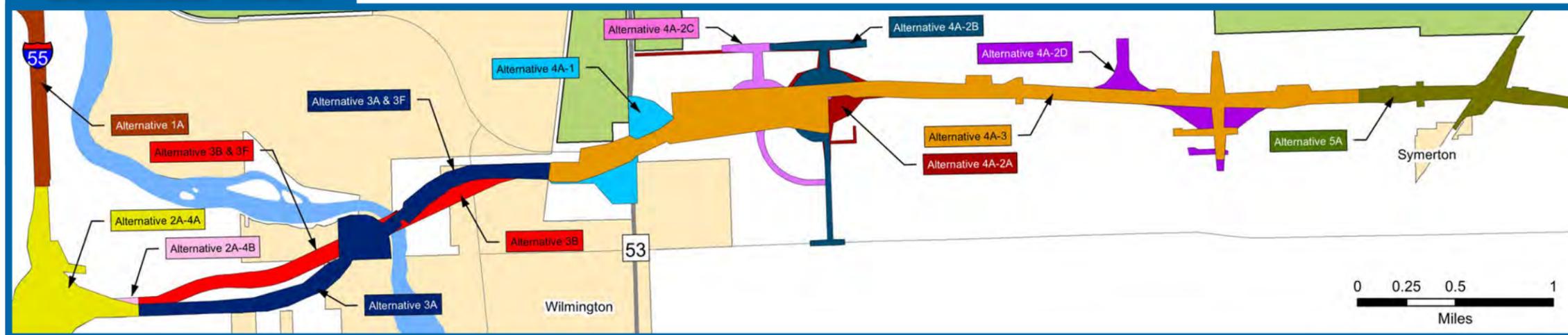
Steve Schilke, P.E.

Program Manager  
Illinois Department of Transportation

# Proposed Alternatives



## DETAILED INSET



**Project and Environmental Studies  
Illiana Corridor Project**

September 18, 2013

(Landowner Name)  
(Address)  
(Address)

Property Identification Number: (PIN)

Dear Landowner,

This letter is being sent to provide you with an update regarding the current status of alternatives being evaluated as part of Tier Two project studies for the Illiana Corridor. As you know, the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT) are collaborating on the Illiana Corridor Project with the purpose of providing a new east-west transportation facility that connects I-55 in Illinois with I-65 in Indiana. More information about the project can be found on the project website at: [www.illianacorridor.org](http://www.illianacorridor.org).

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The Tier Two EIS Process involves detailed engineering studies and environmental assessments for the selected corridor. Corridor B3, the selected corridor, is proposed as a new 47-mile long, east-west, limited access facility that connects I-55 near Wilmington, Illinois with I-65 near Cedar Lake, Indiana. The planning boundary of Corridor B3 is approximately 2,000 feet wide with a few exceptions where it has been narrowed to reduce impacts or widened to accommodate system interchanges.

As Tier Two studies continue, the 2,000-foot corridor will be narrowed to a preferred alignment, which will be approximately 400 feet in width. The preferred alignment will be used to determine the final right-of-way footprint for the project. During this process, the engineering team has made specific design recommendations in order to avoid environmental and socio-economic impacts, including the impacts to homes, businesses, and farms.

On September 6, 2013, IDOT and INDOT released the *Alternatives to be Carried Forward Technical Memorandum* (ACFTM), which outlines all of the alternatives proposed to move forward in the Illiana Corridor Tier Two Draft EIS. A copy of the ACFTM is on the project website at [www.illianacorridor.org](http://www.illianacorridor.org).

The comment period for the ACFTM is open until September 26, 2013, and comments can be submitted in one of two ways:

1. Visit the [www.illianacorridor.org](http://www.illianacorridor.org) website and click *Submit a Comment / Question* in the upper left corner of the website.
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Katie Kukielka, P.E.  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196

A formal public hearing, exact date and locations to be determined, will also be held in fall/winter 2013 in order to seek public comments on Illiana alternatives. Tier Two activities are anticipated to conclude in spring 2014.

In order to assist landowners in Corridor B3 to gain a better understanding of the Tier Two study process, including the various alternatives being evaluated as part of the process, a Landowner Relations Representative (LRR) has been assigned to you and can be reached to answer questions by doing the following:

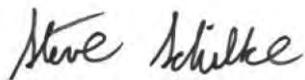
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If you have not previously spoken with your LRR, we request that you please e-mail or phone us so that we may obtain additional contact information from you (i.e. phone number and/or email address). We understand that this additional contact information is sensitive, however providing this information to the Illiana Project team is important to ensure that you receive notifications about upcoming public meetings, as well as advance notifications of field survey visits and other project activities that may need to occur.

Thank you for your time and attention regarding this matter, we would be happy to answer any questions you may have at this time.

Sincerely,



Steven Schilke, P.E.  
Program Manager  
Illinois Department of Transportation

**Project and Environmental Studies  
Illiana Corridor Project**

September 18, 2013

(Landowner Name)

(Address)

(Address)

Property Identification Number: (PIN)

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Sincerely,



Jim Earl, P.E.  
Project Manager  
Indiana Department of Transportation